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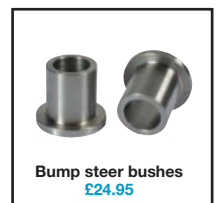
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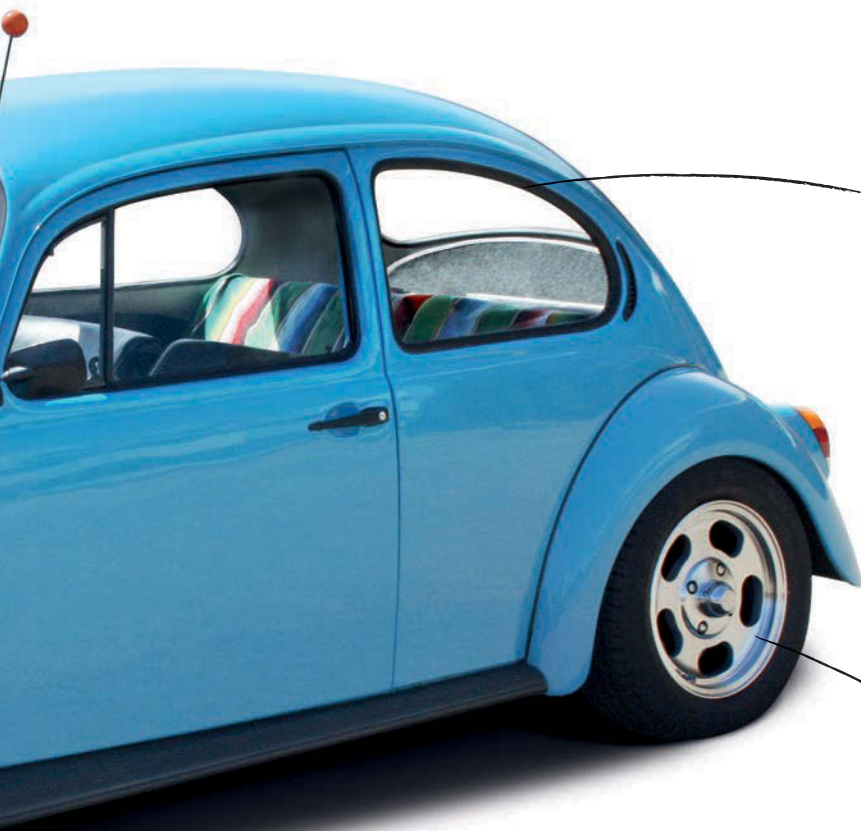


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*See website for details.



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July 2017



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13 issues of *VolksWorld* are
published per annum
UK annual subscription
price: £54.60
Europe annual subscription
price: £69.49
USA annual subscription
price: £69.49
Rest of World annual subscription
price: £75.99

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UK customer service team:
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Customer service email address:
subs@kelsey.co.uk
Customer service and subscription
postal address:
VolksWorld Customer Service
Kelsey Publishing Ltd
Cudham Tithe Barn
Berry's Hill, Cudham
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Email: cars@kelseyclassifieds.co.uk
Fax: 020 7216 8557

DISTRIBUTION

Seymour Distribution Ltd
2 East Poultry Avenue
London EC1A 9PT
www.seymour.co.uk
Tel: 020 7429 4000

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William Gibbons

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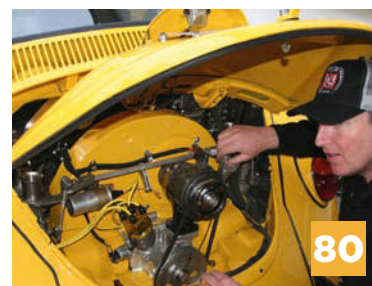
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Next month

The August 2017 issue of
VolksWorld goes on sale

Friday 30 June

Don't miss it!



Subscribe & Save - page 92

Welcome to the mag

How far do you go? When do you say enough is enough? At what point do you call a halt and down tools when

it comes to restoration work? The dilemma presented itself last week while replacing the rusty old running boards on my Beetle (you can read all about that on pages 82-83). I had got the old ones off, only to discover a world of flaky paint and rust on the side of the heater channel beneath. I attacked it with a wire brush, but then while underneath the car I thought it might make sense to clean off all the muck from the sills as well. And perhaps the floorpan while I was at it, and the inner wings front and back. You can probably see where I am going with this. Without too much persuasion, I could have easily whipped off the wings, got the Beetle completely off the ground and embarked on a more serious path of restoration. In fact, I could even have ended up taking the body off the floorpan. Not that I'm saying this would have been wrong, but there's a big difference between spending a couple of hours on a job and, dare I say it, a couple of years.

As it transpired, I managed to restrain myself and fit the new running boards in not much more than an

afternoon, but it got me wondering whether the temptation to carry on is the reason you see so many 'unfinished projects' advertised for sale. Is this where enthusiastic owners have possibly bitten off more than they could chew? Or where other things in life have got in the way? I guess what I am saying is it pays to be realistic if you don't want to fall out of love and abandon your project.

Other news this month? I am heading to Stonor Park on 4 June so, if you're going, I'll see you there. I am also planning on making the trip to Chimay for the European Bug-In at the end of June. So again, if you're heading that way too, track me down and say hello.

Finally, I've got to tell you about re-connecting recently with a very old acquaintance – Stewart Albon. It's at least 20 years since we last spoke, but I remember changing my Beetle's clutch on his parents' driveway in Baldock. He emailed me out of the blue having picked up a copy of *VolksWorld* and spotted my ugly mug inside. Reassuringly, he's still involved in the hobby we loved all those years ago and is now making beautifully crafted aluminium panels for VWs in Guernsey, no less. Small world, isn't it?

Ian Cushway
Editor



◀ My Bug-smitten sons were encouraging me to take the whole thing apart, but I managed to stop myself. Just

“ there's a big difference between spending a couple of hours on a job and, dare I say it, a couple of years ”



What do you think?

Let us know what you'd like to see in the magazine – email volksworld.ed@kelsey.co.uk

▲ My old mate from Hertfordshire, Stewart, is now making bespoke alloy Beetle panels – in Guernsey

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Show calendar

Make a date in your diary for these forthcoming shows both here and in mainland Europe

June

Bullitreffen am Murnersee

Date: 2-5 June 2017

Location: Murnersee, Germany

Contact: <http://vw-bustreffen-murnersee.npage.de>

VW Expo

Date: 4 June 2017

Location: Stonor Park, Oxfordshire

Contact: www.abvwc.com

Bug Run

Date: 9-11 June 2017

Location: Mantorp Park Raceway, Mjölby, Sweden

Contact: www.bugrun.com

Bristol Volksfest

Date: 9-11 June 2017

Location: Birches Farm, Bristol BS41 9AG

Contact: www.bristolvolksfest.co.uk

Hurst Dubfest

Date: 9-11 June 2017

Location: Hurst View, Lymington, Hants SO41 8AL

Contact: www.hurstdubfest.co.uk

Nordsee Bulli Treffen

Date: 9-11 June 2017

Location: Wesselburenkoog, Germany

Contact: www.nordseebullitreffen.de.to

VarWagen

Date: 10-11 June 2017

Location: l'Argentiére à La Londe-Les-Maures, France

Contact: www.varwagen.com

Oberweser Bulli Treffen

Date: 15-18 June 2017

Location: Oberweser, Germany

Contact: www.oberweserbulli.jimdo.de

Mighty Dub Fest

Date: 16-18 June 2017

Location: Alnwick Castle, Northumberland NE66 2LB

Contact: www.mightydubfest.co.uk

VW Bus Treffen

Date: 16-18 June 2017

Location: Mörel, Switzerland

Contact: <http://vwbustreffen.ch>

VW Bus Treffen

Date: 16-18 June 2017

Location: Lichterfeld, Germany

Contact: www.bulli-den.de

Simply VW

Date: 17 June 2017

Location: Beaulieu, Hants

Contact: www.beaulieuevents.co.uk

Air-Watercooled

Date: 18 June 2017

Location: Eghezée, Belgium

Contact: www.air-watercooled.com

VW Käfer Treffen

Date: 18 June 2017

Location: Wettstetten, Germany

Contact: www.franzslsvw.de

European Bug-In

Date: 30 June-2 July 2017

Location: Chimay, Belgium

Contact: www.europeanbugin.com

VW Bus Treffen Barracuda Beach

Date: 30 June-2 July 2017

Location: Neustadt-Glewe, Germany

Contact: www.barracuda-beach.de/vw-bus-treffen

July

Bullis Verbinden

Date: 6-9 July 2017

Location: Soltau, Germany

Contact: www.bullis-verbinden.de

Bundle O'Dubz

Date: 7-9 July 2017

Location: South Woodham Ferrers, Essex

Contact: www.vwbod.co.uk

Coxwenn Club

Date: 9 July 2017

Location: Calais, France

Contact: coxwennclub62@hotmail.com

VolksPower

Date: 14-16 July 2017

Location: Redcar Rugby Club

Contact: www.volkspower.co.uk

Volks Weald

Date: 15-16 July 2017

Location: Penshurst Place, Kent

Contact: www.volksweald.co.uk



Dubs at the Castle

Date: 21-23 July 2017

Location: Caldicot Castle, Monmouthshire

Contact: www.dubsatthecastle.co.uk

Bug Jam

Date: 21-23 July 2017

Location: Santa Pod, Northants

Contact: www.bugjam.co.uk

Dub Odyssey

Date: 28-30 July 2017

Contact: www.dubodyssey.com

Dubtoberfest

Date: 28-30 July 2017

Location: Cheltenham Racecourse

Contact: www.dubtoberfest.co.uk



Camping at the Castle

Date: 28-30 July 2017

Location: Eastnor Castle, Ledbury, Herefordshire

Contact: www.volksworldshows.com

Kent VW Festival

Date: 28-30 July 2017

Location: Sandwich Showground, Kent

Contact: www.kentvwfestival.org.uk

Outcast Overnight

Date: 28-30 July 2017

Location: Fort Paull, nr Hull, East Yorkshire

Contact: outcastchull@gmail.com

August

VW Whitenoise Festival

Date: 3-6 Aug 2017

Location: Euston Park Estate, Suffolk

Contact: www.vwwhitenoise.com

Run a show?
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about it?
email VolksWorld.ed@kelsey.co.uk



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With the 044 being used for all the CNC-ported heads in our lineup, it was important that the new design be as efficient, strong and versatile as possible.

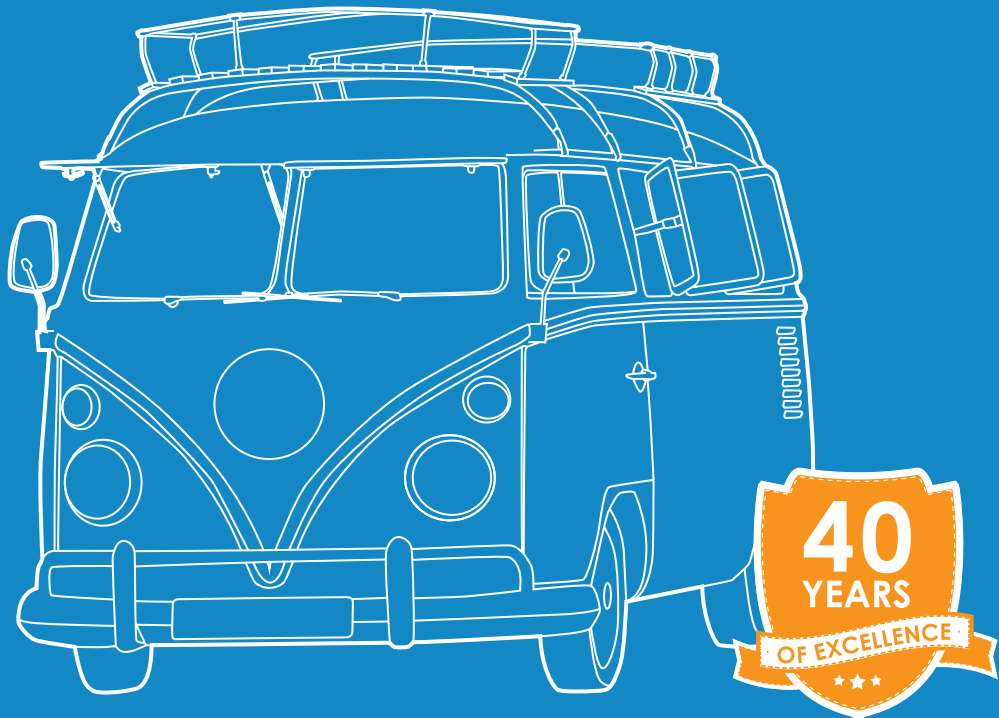


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Air-cooled education

What better way to re-integrate learners with high-functioning autism back into mainstream education than to get them working on air-cooled VWs?

Hardwick House School in Loughborough is a small independent specialist provision for youngsters with a diagnosis and Educational Health Care Plan (EHCP) for autism. In short, it's for students who just don't fit into mainstream education. So, when a new arrival with a fascination for Beetle engines arrived and met director, Mark Edwards, himself a long-time VW enthusiast, it was only a matter of time before their two interests merged. Mark turned up with his '67 Beetle and '71 Karmann Ghia, the new boy started stripping down one of the engines and, soon after, a spanking new vocational centre was set up on a nearby industrial estate with its own car restoration facility.

That was two years ago. Restoring old VWs is now offered on the school's timetable, and the lad in question has since gained the confidence and necessary skills to win himself an apprenticeship in panel beating.

The school has now purchased another VW, a 1974 Brazilian Bus, and a full complement of 25 students are now busy learning how to weld, gaining bodywork and paint skills, refurbishing engines and gearboxes and, in the process, bringing another old VW back to life.

Said Mark: "It's all about engaging the students, teaching them vocational skills and giving them the confidence to return to mainstream education. The fact that they're using their hands, doing something they enjoy and working on old VWs is a bonus."



Mark delivers the course, following The Institute of the Motor Industry (IMI) Level 2 guidelines. "It helps that my dad's a car sprayer, so he's been in to teach students how it's done," continues Mark. "We've also got a master mechanic nearby so, if we really get stuck, he's on hand to help. It's a community building experience."

It's a cracking set up, and the fact it's encouraging young people to grow

in confidence, be happier and learn a whole load of useful new skills at the same time sounds like a win-win to us. You can find out more by visiting www.hardwickhouseschool.com

Got a story?

Tell us by emailing volksworld.ed@kelsey.co.uk



Imagination is the only limitation when it comes to applying finishes



^ A well-equipped workshop with a trio of air-cooled VWs to work on (there's a '74 Bay out of shot) gives students with autism a chance to build confidence and learn new vocational skills

DON'T LIE TO YOUR INSURER

A recent survey by www.vouchercodespro.co.uk has revealed that 83 per cent of drivers in Britain have lied on a car insurance proposal form to try and get cheaper cover.

48% said they had lied about the purpose of the car (eg social / commuting), 41% lied about their estimated annual mileage, 29% about where the vehicle was kept overnight, 20% about vehicle modifications and 7% about previous accidents and claims. Worryingly, 57% who lied didn't realise that lying or failure to disclose something could invalidate their policy. Just as shocking, when asked if knowing this would make them contact their insurer to resolve the situation, 69% said they wouldn't as they weren't anticipating having an accident or a need to claim on their insurance!

Don't be a statistic, come clean to your insurance company about your history and precisely what's been done to your VW. If you don't, should the worst happen and you have to make a claim, there's a high chance your claim will be deemed invalid. As always, honesty is the best policy.

STARTER MOTOR

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Latest Stuff



FEELING TROLLEYED?

From: www.sealey.co.uk

Price: from £83.94

Sealey's new hi-vis green workshop trolleys look cool and make for an excellent place to stash regularly used workshop items, such as power tools, and for keeping parts you have just dismantled off the floor. Both the CX109HV and CX110HV include 14 tool retaining holes and offer strong build quality, coupled with heavy duty four-inch castors, two of which are lockable. If you have the space, one of these is a great addition to any garage.

CLEVER CAMERA

From: www.machinemart.co.uk?

Price: £71.98

If you've ever wanted to gawp inside somewhere where access is limited, like above the framehead, or behind the fan shroud of a Beetle engine, then help is at hand with this LCD inspection camera from Clarke. The camera is on a 1m long flexible probe and images can be viewed on the 61mm, 320 x 240 pixel resolution LCD screen. It also features four LEDs with five light settings to optimise the brightness levels for the best view on screen while working.

Included are an inspection mirror, magnetic pick up and hook attachments and it all comes supplied in a blow moulded carry case.



At the auctions



1978 Karmann Cabriolet

(sold for £3,300 at CCA auction, NEC)

Recently imported from the States, this attractive, burgundy metallic, last-of-the-line Cab' has recently had a new hood fitted, though the interior looked to be a bit shabby and the headliner needed sorting. We'd want to know what was going on under that repaint but, if it wasn't rotten, it was dead cheap at this price, even for a less desirable '78 model.



1971 Bay Window Bus

(sold for £6,545 at CCA auction, NEC)

With the same owner for the last six years and sold with a partial history file, this Bus looked honest enough at this price, but again, what's going on under that shiny red paint?



1973 Karmann Ghia

(sold for £7,666 at Bonhams auction)

A left-hand-drive US import that, according to the auctioneer's description, had been treated to a bare metal respray, re-trim in black leather and an engine rebuild. It's a big bumper model in a non-factory colour, which goes against it but, if the description is true, you couldn't do all that work for the money this sold for.

Classics shine at Essen

VWs out in force at one of Europe's biggest car extravaganzas



✎ Kaerferfreunde Pendelachse (KP) were obviously inspired by the cover art of Kraftwerk's well known 1974 album, *Autobahn*

✓ VW plundered its museum collection to thrill the crowds at this year's Essen. Though neither of these are actually VWs, the 1933 Porsche Type 32 and an NSU R080 are all part of the company's heritage

Now in its 29th year, Techno Classica Essen seemed bigger than ever this year, its 14 halls spread over three stories attracting over 185,000 visitors in April. Offering an overwhelming array of cars, parts and automobilia, with many restorations displayed 'in progress', it was proof positive the German old car movement is healthier than ever. Indeed, the numbers speak for themselves: 1,250 exhibitors, more than 200 clubs and 2,700 private sale and auction vehicles.

The importance of the show is

emphasised by the presence of no less than 27 manufacturer-backed heritage departments, including Volkswagen's. Said Otto Wachs, Autostadt's MD: "Techno Classica Essen is the most important classic vehicle fair for us. At no other automobile exhibition do we reach as many people with petrol in their blood as in Essen."

It was no wonder then that VW plundered its museum to put on a display to rival the best domestic offerings from BMW, Porsche and Mercedes. Here's just some of what was on display this year.



✓ Snow fun? You betcha! No doubt Kübel Club had lots of sweeping up to do at the end of the show



✓ Archaic Plattenwagen (right) was a forerunner of the more recognisable Split Screen Bus, showcased here by club Bullikartel eV

✓ Lights, camera... some classic VW action



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Have your say



Paint or patina?

Having been a Volkswagen fanatic and owner from the mid-'70s, I recently returned to the fold after a 25-year absence buying a beautiful '71 resto last December, and then an incredible 1975 Late Bay fire Bus in February. The latter had been kept in an aircraft hanger on the north German border from '75 until it was imported in 2009. I have since made contact with the fire station it was stationed at. They were very pleased to hear from me and we will be exchanging info and photos in the coming weeks. Apparently, it was the Battalion Chief's vehicle in Klien Nordende-Lieth in Pinneberg, Schleswig-Holstein.

There is no rust on it, it has only done about 45,000 miles and it came with its detachable blue flashing light. But here's my dilemma (which I would love your readers to debate) – polish or patina? I think it would look fabulous polished up, but I have been advised by 'purists' that I should leave it as it is, with the colour faded and continuing to fade. I am being pulled in two very different directions, so any thoughts will be greatly appreciated.

Dick Appleton, via email

Dick's tempted to recreate the original graphics on his '75 fire Bus, then crack out the polish. But would that spoil it? Thoughts please



Alloy, alloy

I was flicking through some old issues of *VolksWorld* the other day and spotted a piece about an alloy decklid. I thought you would like to see a picture of a couple of the lids I've just made from alloy. I am making wings, and other Beetle body panels, too.

Stewart Albon, via email

Stewart's making various alloy panels in his Guernsey bodyshop. More news on this soon...



Beetle spotting

Like a lot of classic car enthusiasts, I always keep an eye out for classics when I'm out and about, and recently spotted these two VW Beetles. Both appear to be in daily use, which is always good to see. The red 1969 1300 looks to be in original condition, while the 1998 Mexican Beetle has undergone a mild custom job. It was great to see these two Bugs still providing faithful service.

Grant, via email

De-chromed Mexican Bug still getting regular use. French readers will like the plate...



If it wasn't for the ghastly Japanese car in the background, this shot could have been taken 20 years ago

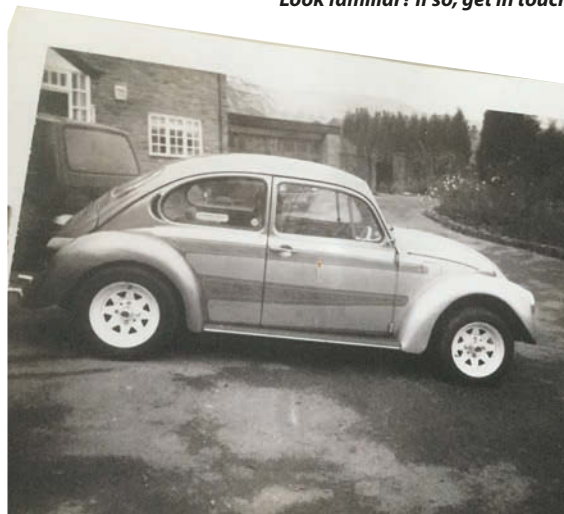


Desperately seeking...

I am trying to track down a VW Beetle I had when I was 17, just after I passed my test. The registration was GHK 322N. I would give a £500 reward if I could find it!

Dave Grange, via email

Look familiar? If so, get in touch



JK takes on the Mille

A team of five from Just Kampers will be tackling the 2017 Mille Miglia rally in an Okrasa-engined 1956 Oval

Now in its 90th year, the four-day Mille Miglia is a gruelling 1,000-mile road race through northern Italy, with the intrepid JK crew battling it out amongst a field of 450 other race teams.

The team will be working together to hold their own against professional racers and multi-million pound vehicles, but are optimistic about their prospects.

"We've spent countless hours turning our Oval Window Beetle into a period correct racer in the JK workshop, and the whole team has been involved in sourcing, fitting and modifying parts and accessories to coax every ounce of power possible out of it," says Josh Reynolds, son of JK MD Mark Reynolds. "We've invested a lot of time ensuring the Beetle is not only as fast as it can be, but that it also complies with the strict criteria for the Mille Miglia."

Any items JK didn't already stock that were needed have been sourced and will be added to the company's range, so the whole experience will pay dividends for other VW enthusiasts in the long run.

"We're now so confident in the Beetle's abilities that we've nicknamed it 'Jack', hoping it'll become a real giant slayer and stand up to the more typical race cars it'll be up against."

Keeping everything in house, the Just Kampers support crew will head to Italy in the company's T6 Transporter, towing a trailer and performing maintenance and repairs on Jack whenever and



✦ The JK Mille Miglia team, from left to right, Alex Noel, Josh Reynolds, Mark Reynolds, Steve Gosling, Pete Dempsey

✓ Engine was built by Stateside Tuning and features a 69.5mm DPR crankshaft, lightened flywheel, Wolfsburg West Okrasa top end kit and an Abarth silencer

wherever they're needed.

The race team is JK top dog, Mark Reynolds (driver) and Josh Reynolds (navigator), while the crew comprises Pete Dempsey, Alex Noel and ex-VolksWorld art editor Steve Gosling, who head up product development, trade sales and marketing respectively.

The final arrangements for the rally were being made as we went to press and, needless to say, the pre-race tension was palpable. "We're

under no illusions about how tough the race will be," confesses Josh. "We're spending every possible minute between now and the start of the rally practicing aspects of the race, getting together every possible spare part we might need from the shelves at JK, plus tools, equipment and, of course, brushing up on our Italian!"

We wish them luck, and will bring you an update on how they fared in the next issue.

“the whole experience will pay dividends for other VW enthusiasts in the long run”



REMEMBER THIS?

10 years ago in VolksWorld...

As featured in the July 2007 issue, this car won just about every major gong going the previous year, and deservedly so, because it featured lots of unique features such as flush-mounted '56 rear lights, cut-away bumpers and big-inch modern 5-spoke wheels. The inside was adorned with cream leather, including the floor (!) and a serious speaker set up in the back. But the *pièce de résistance* was the engine, which was an absolute work of art. Owner and builder, Steve Kay, had shoehorned a 2.0-litre Type 4 lump from a 1981 Type 25 Bus in there with a one-off carbon fan housing and flat Porsche 11-blade fan.

Where is the car now, anyone know?

➤ Lots of work has gone into the preparation and sourcing the necessary period correct rally items that JK will add to its range later down the line



Salzburg Beetle back on track

An original Porsche Austria 'Salzburg' Beetle, owned by James Calvert of Stateside Tuning, was campaigned to a respectable 40th place (out of an entry of 77) in this year's FIA European Historic Sporting Rally Championship on the Costa Brava, Spain. An excellent result, given the field comprised everything from Fiat Pandas to Porsche 911s, turbocharged Lancias and Audi Quattros.

The Salzburg Beetles were rallied between 1970 and 1974, taking a total of 15 wins overall, including victory in the Austrian state championship in 1971 and 1972 and the overall win in the Rally Isle d'Elba in April 1973.

James found his car in Italy in poor condition, but with many of its original period parts still there. The previous owner told him it was formerly raced by Harry Källström on the 1973 Acropolis Rally.

Since buying it, James has put the Beetle back to 1973 GP2 specification, but with the addition of modern safety equipment.

Next up for James and his co-driver, Neil Ellis, is the Rallye Festival Trasmiera in Spain, and then the Vosges Rallye Festival in France in August. "We are also hoping to go back to the event that the car won in 1973, the Elba, in July to see how the old girl does 44 years down the line," says Neil enthusiastically.

➤ Bigger inlet valves, a different cam and twin Porsche 912 Solexes give the 1599cc Salzburg Beetles plenty of poke. Latterly, the cars used twin Weber 461DAs from the Porsche 904

✓ The office, complete with vital Halda Twinmaster odometer. Note the mileage – just 35,000kms, though you could never say this one has never been raced or rallied!



➤ Rare original Salzburg Beetle, once campaigned by rally ace Harry Källström in the early '70s, is back in competition this year. Here it is in action at last year's Eifel Rallye Festival

✓ Spain's Rallye Festival Trasmiera is the Beetle's next big challenge. We wish the guys luck





Neil Birkitt

Stanford Hall concours results

We've got a full report on this year's event on pages 72-76 but, in the meantime, here's the list of air-cooled concours winners:

Class 1: Beetles up to August 1967

The VW Books Trophy: Clive Cunio, Cheshire and Patrice Tissier, Maidenhead

Class 2: Beetles August 1957 to August 1967

The John Alexander Trophy: Roy Wilson, Saffron Walden
The Stuart Andrews Memorial Trophy: Andy Collins, Sawbridgeworth

Class 3: Beetles August 1967 to end of German production (except Cabrios)

The German & Swedish Trophy: Tim Walker, Belper
The Keith Vipond Memorial Trophy: Alan Aistrup, Sleaford

Class 4: Beetles from Jan 1978 to end of production

The Stanford Hall Trophy: Jim Fuller, Newmarket and Robert Cross, Lutterworth

Class 5: Highest scoring 1302/3

The Stan West Trophy: Howard Snaith, Towcester

Class 6: Flat 'screen Beetle Cabriolets

VW Heritage Trophy: Mick Johnstone, Preston and John Brooks, Walsall

Class 7: 1303 Cabrios

The German & Swedish Trophy: Rob Loughrey, Hinkley
Status VW Trophy: Chris Abbott, Stone

Class 8: Karmann Ghias Type 1 and 3

The Robert Wyse Memorial Trophy: Mark Poulton, Chester and Carl Carruthers, Lamplugh

Class 9: Type 3 and 4

The Heron of Newark Trophy: P & S Langley, Hull and Alan Chapman, Chesterfield

Class 10: Type 2 Split Screen Vans

The Split Screen Van Club Trophy: Alan Schofield, Glossop and Robin Ayres, Hinckley

Class 11: Type 2 Type 25 / T4 / T5

The Frank Gamble Memorial Trophy: Albert Tonks, Derbyshire and Adrian Davis, Newport

Super Class (air-cooled)

Listers VW Trophy: Rob Evans, Stratford-on-Avon
Leics & Warks VWOC Trophy: Judith Kippax, Barnsley

Last Edition Beetles

The Keith Vipond Memorial Shield: Rod Sleight, Telford

REMEMBER THIS?

20 years ago in VolksWorld...

We loved Paul Barrow's series of concept artworks, and this candy purple Fastback drag racer, which appeared in our July 1997 issue, was one of his coolest creations. He's given it an old school Gasser look with panel striping, orange Plexiglas windows, hold-down pins and a single chunky nerf bar. American Racing magnesium wheels and redline tyres up front round out his vision of a drag VW we're amazed nobody saw fit to bring to life. Yet...



STARTER MOTOR

News from Camping at the Castle

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Everything is in place to make this year's 'Camping at the Castle' our best ever.

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This VW festival takes place this year over the weekend of 28-30 July at historic Eastnor Castle in Herefordshire, arguably the most picturesque location on the show calendar. Check out volksworldshows.com for the latest news.



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Evening entertainment

We have a bigger stage this year and even more evening entertainment, with something to suit all tastes. Main stage fun starts early evening on both Friday and Saturday and goes on 'til late. Don't fancy the big stage? Then head for the beer tent where low-key music will be on offer on Friday night and the much-awaited *Camper&Bus* lip sync battle on Saturday evening.



Soapbox Challenge

After the success of last year, the Soapbox Derby returns for 2017. With a new course and extra challenges, the Eastnor Castle all-action Soapbox Derby is sure to be one of the highlights of the weekend. We encourage as many of you as possible to build a racer and take part on the day! Maybe grab some mates and build the ride to beat all others?

No need to worry about time, some of the best entries last year were built in a weekend! Before you start building your trusty steed, check out the details on our website. Let battle commence!



T4-T6 TRANSPORTERS

We love to see a well-presented, water-cooled Transporter and they are more than welcome at the show. Making a return from last year's success are our special show 'n' shine categories for late-model water coolers. Plus we have added a 'best in camping field' trophy this year for those of you that like to chill at the show. Make sure you let us know what you are bringing in advance, we'd love to hear from you!

Show shorts

■ TRADERS & SWAPMEET

The trade field is fully booked, so why not spend the afternoon browsing and maybe purchasing that much needed part, piece of merchandise or article of clothing. You never know – you might pick up a real bargain.



■ FOOD & DRINK

We know you like to keep yourselves fed and watered at the show, so a good selection of catering units and a well-stocked bar will be on hand to keep your energy levels up for the whole weekend.

■ CARPOOL KARAOKE

That's right, we are going to do our very own carpool karaoke this year, car and music supplied. All you need to do is turn up, book your song and sing along. We will be recording everything, with the best videos to be played in the bar on Saturday night.

■ FOUR-LEGGED FUN

Best dressed, cutest pooch, dog/owner lookalike competitions and a canine obstacle course plus doggy sprint racing makes this a doggy-friendly weekend, so bring your four-legged friend! They just might win one of the coveted C&B rosettes!



■ DON'T FORGET THE KIDS

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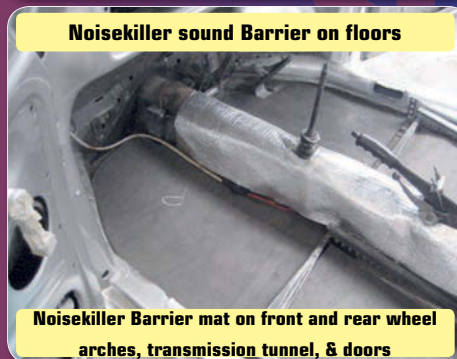
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I am a believer!

Man of the cloth and long-time *VolksWorld* reader Peter Ferguson recalls the marathon trip from Northern Ireland to Sandown Park in his '67 Beetle



◀ If your car's in the show, why not take a few days out to drive it there? At least that was Peter and Raymond Ferguson's thinking as they set off from Castlederg in Northern Ireland to Esher

It all began while sitting in a committee meeting of my local club, the Northern Beetle and Bus Owners Club (NBOC), when a few committee members shared how they were driving a Beetle and Buggy over to The *VolksWorld* Show. These have been my go-to guys for the last two decades and in all honesty, I wouldn't be still driving air-cooled VWs if it wasn't for all their advice and support. There followed a bit of banter that went like, "Ferguson, why don't you enter your 1967 Bug and make it into a special 50th anniversary trip?" Now, that got me thinking. I had some leave saved up which included a Sunday (I'm a vicar) and maybe, just maybe, I could swing it and turn our visit into an epic roadtrip all the way from my home in West Tyrone. I decided there and then to make it happen, which simply left the small matter of applying and being accepted. But, hey, I'm a believer!

Useful catalyst

In many ways, I never thought of my car as a *VolksWorld* show car. I drive this wee Bug all year round (albeit not when there's salt on the roads) and it takes me to the NBOC events up north and all over the Emerald Isle, including two trips to Jumpstart in County Tipperary. I also use it to do the rounds of my rural Parish in

County Tyrone and it was driven across Ireland by Montana-based movie maker Damon Ristau for the European and world drive-in movie premiere of the Bug Movie in Donard Park, Newcastle. This car is a driver and I knew the only way to arrive at Sandown Park was after having driven it all the way from my front door to the show. Good friend and regular contributor Cathal O'Toole encouraged me to apply for the '67 display and I was stunned when the car was accepted as a show car inside one of the main halls.

“I had to pinch myself that I actually had a car there, on display”

This was the catalyst to carry out a few finishing touches I had been meaning to do for ages. My car is a 1967 1300 Deluxe Sedan in Java Green. It was given a sympathetic restoration by Paul McGreevy three years ago after languishing in a shed for decades. He laid down the beautiful Java Green paint to an excellent standard and put the car back on the road, keeping

as many original parts as possible. Paul is a genius, so I had an excellent car to begin with. A period Thomas Rosenthal bud vase was sourced and fitted along with a carpet set from Newton Commercial by good friend Shane Lawlor. Oh, and Shane also installed a lovely period cigarette lighter for the all important satnav. I'd need this to instil a sense of calm on the dreaded M8 and M25!

Ferry good

With my father acting as wingman, we hit the road, leaving home on Wednesday and taking the overnight ferry from Dublin to Liverpool. We headed south stopping at the Knutsford Services and then onto Stratford upon Avon. We enjoyed a full day immersed in all things William Shakespeare. Friday dawned, this was it, set-up day. My tactic on the larger motorways was to find a lorry and tuck in behind it, allowing it to lead the way and keep my little Java Bug safe. This worked for most of the trip until the M25 with its many lane changes and junctions. We kept our cool and finally reached the exit for Esher, soon picking up signs to Sandown Park. We had arrived, yehaa! I felt heroic. The journey south seemed like the James Corden advert when all the lights turn green; we had no major hold ups, plenty of waves from other drivers



and no real time pressure. That evening my dad and I hit London town and took in a West End show like proper tourists.

And what an experience The *VolksWorld* Show was. Throughout the weekend I had to pinch myself that I actually had a car there, on display. I met up with so many friends who had made the journey from the Emerald Isle. I found the welcome from the *VolksWorld* team humbling. In particular, Mark Walker and Jo looked after us all in the Esher Hall and Ian Cushway was such a gentleman and always found time to talk. Ivan McCutcheon was so enthused that I made the trip.

As Sunday afternoon came and the show closed, the adventure continued. On Monday we headed from our Weybridge base to fulfil a lifelong ambition of my dad's to visit Windsor Castle. My satnav

^ Visiting Shakespeare's Stratford on the way south seemed the 'write' thing to do

took us right to the front entrance just in time for the changing of the guard – result! We enjoyed several hours in the castle and, with souvenirs packed, headed for the Cotswolds, stopping at Bourton-on-the-Water in Gloucestershire. I had childhood memories from a visit there and was delighted to find it was just as I remembered and Brum, the little car character from the kids' TV programme, was still in residence at the Cotswold Motoring Museum! After tea and cake we were ready to head to our next overnight destination of Chester. Following a quick wander around its ancient walls and cathedral we found a lovely family-run Italian restaurant that was packed, the atmosphere electric. On Tuesday, after a quick run to Holyhead, the ferry took us all the way to Dublin.

A potter up north and we landed home late that evening. Phew. The Beetle hadn't missed a beat and we had smiled all the way there and back again. Mission accomplished, memories for life. Thanks *VolksWorld*. ■



^ Period bud vase and not so period satnav made driving on the dreaded M25 a bit more bearable



< Visiting Windsor Castle gave the Fergusons a right royal opportunity to relax and unwind on the Monday following the show



^ Ferry crossings and busy motorways successfully ticked off, Peter's '67 Beetle takes pride of place in the Esher Hall



> Having purchased his first copy of *VolksWorld* at the tender age of 15, the fact that his car was on display this year at Sandown Park was a dream come true

✓ The intrepid duo made a quick stop off at the Cotswold Motoring Museum & Toy Collection in Bourton-on-the-Water on the way back



Traveller's tales

Tell us about your roadtrip – email VolksWorld.ed@kelsey.co.uk

READERS' RIDES

Share your VW with the world! email volksworld.ed@kelsey.co.uk

Car of the month



✓ Caroline's '55 was found in Sweden and still sports some of its original Stratos Silver paint



Caroline Harding, 1955 Beetle

Caroline's Bug was discovered sitting in a field, covered in snow, in Sweden's Arctic Circle. It was brought to England by some friends, from whom she purchased it. "The engine and the gearbox

were both completely seized," explains Caroline. "I've basically resurrected the car. I had to carry out some welding to the inner wings and under the jacking point, and a small patch repair was required to the spare wheel well and floorpan."

Caroline isn't sure how long the Beetle had been sitting out in the open, but reckons it could have been since the 1980s. "The engine had blown up, which is probably why it was abandoned," she presumes. "Somebody did try and protect the bodywork to a certain extent by painting the roof with a red oxide primer, which I've since sanded off to reveal the original Stratos Silver paintwork."

Caroline discovered that the original gearbox was also completely seized and full of water, so she got hold of another

'box and rebuilt it. Currently, the Beetle is running with a 1200cc engine borrowed from a friend, just so that she can get the car on the road. She also managed to obtain a set of period cross-ply tyres from a friend which, as she put it,

"were not shiny and white enough for his car, but perfect for mine!"

The interior has retained a certain degree of originality, though the front driver's seat needs some serious work. If Caroline can manage to source a pair with the correct trim covering, then she may well replace them. However, she is in two minds whether to touch the interior at all. It's a tricky decision, leave original

or restore? Certainly the exterior patina will remain as it is. For now Caroline is simply going to enjoy driving her Beetle and not make any decisions about its future for a while.

“The engine had blown up, which is probably why it was abandoned”

✓ Apart from the indicator stalk, horn push, steering wheel rim cover and the fact that the front seats don't match, interior looks mostly original



^ The car's original engine was seized, as was the gearbox, so Caroline's borrowed another 30hp unit (possibly from a '57) to get it going. Either way, that firewall needs sorting before it gets sucked into the back of the fan



Jazzy, 1967 GP Mk2 Beach Buggy

One drunken night 10 years ago, Jazzy got trigger happy on eBay and bought this Mk2 GP. Since then he's carried out a full nut and bolt restoration, fitted dropped spindles, a Machine7 disc brake conversion and different seats which were another eBay purchase. "I'm not sure of their make but they fitted perfectly, and to keep occupants safe and secure I also got some Sparco full harnesses," he explains.

Changing gear is via a Black Mamba shifter and the black on white faced dashboard instrumentation was purchased from VW Heritage. The Buggy sits on original Wolfrace alloys, not modern copies.

It's pushed along by a 1600cc Type 2 engine with twin DRLA 36mm carburettors which also proved to be a bit of a bargain, as Jazzy explains. "I purchased the engine in unknown condition from a guy in Essex for £50. I swopped over my existing tinware and carburettors and it has been as good as gold ever since." Meanwhile, the stainless exhaust system is a bespoke build by Mike Hausmann and incorporates two vertical silencer cans. Other fixtures and fittings include highline LED brake lights, plus LED sidelights and indicators.

The rear mounted luggage rack is actually a converted 1960s Karmann Ghia item. The legs have been extended and it's mounted on rubber pillars to allow for the flexing of the engine and avoid cracking the GRP body to which it's bolted. "Perhaps the most important accessory, though, is the wicker prosecco basket at the rear," jokes Jazzy!



▲ Stainless exhaust is a Hausmann special, while the wicker basket (mounted on an adapted Ghia rack) is perfect for prosecco



◀ Retina ruining yellow bucket seats were an eBay purchase, with four-point harnesses adding extra security. Don't those white-faced dials look posh!



Michael Warren, 1973 Volkswagen 1303S

Unable to run to the budget to buy a Camper, Michael Warren snapped up this '73 1303S instead, having been the sole bidder on the nation's favourite internet auction site. That was 15 months ago, and since then his objective has been to return it to its original specification. "The previous owner had attempted to customise the interior, so I am currently researching original trim options. I've already got a pair of correct front seats, which are ready to be recovered." The smaller diameter wheel fitted at the moment makes the steering really heavy, says Michael, so that will also be replaced for the correct original. Currently, the 1600cc fitted with twin Solex carburettors is running really well, with no problems at all he reports. An external oil filter has been fitted by a previous owner, along with a Bugpack exhaust. "The original Arctic Blue metallic bodywork has been tidied in places, but eventually the whole car will be repainted," explains Michael.

At the moment the Beetle is very much a running refurbishment which, once completed, will become an extremely tidy example of the increasingly sought after 1303S. Nice one, Michael.



▲ Super Bug's engine has already been treated to twin carbs, external oil filter and various other (dare we say) hotchpotch modifications



◀ There's definitely a '90s thing going on in here. Michael's plan is to return everything to original

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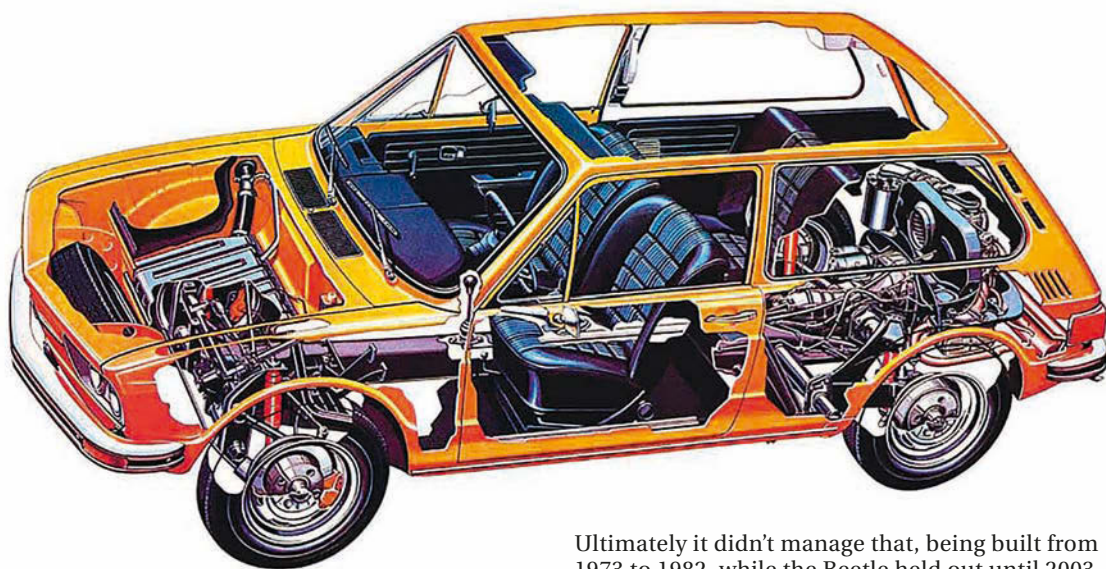
Then email volksworld.ed@kelsey.co.uk Subject: Readers' rides

Volkswagen Brasilia

In Europe, the Beetle was replaced by the water-cooled, front-engined Golf. Over in Brazil though, they decided to do things a little differently. Enter the Brasilia...

Words
Richard Gunn

> The Brasilia squeezed a lot into a package that was actually shorter than a Beetle



T

he Brasilia is the Volkswagen that nearly got a motoring journalist shot – which some might say is no bad thing. It's also the car that demonstrated how VW in Germany might have gone had it not got all obsessed with switching engines to the wrong end of its vehicles and adding water. Over a nine-year production life, in excess of a million were built, but hardly any made it back to Europe where the Golf, Passat and Scirocco were finally putting VW's air-cooled era firmly in the past.

At first glance, the Brasilia looks like a 412. It isn't, although it does share what has become known as the 'Leiding nose', the pointed, grilleless, four-headlamp slanted snout that graced – if that's the right word – a number of Volkswagens at this time, including the 412. It was

named after Rudolf Leiding, the German director of VW do Brasil from the late Sixties until 1971, after which he went off to run the entire company back in Europe. He was the mastermind behind the Brasilia – an attempt to replace the Beetle in South America.

Ultimately it didn't manage that, being built from 1973 to 1982, while the Beetle held out until 2003. But it's a fascinating creation nevertheless.

All the right Ghia

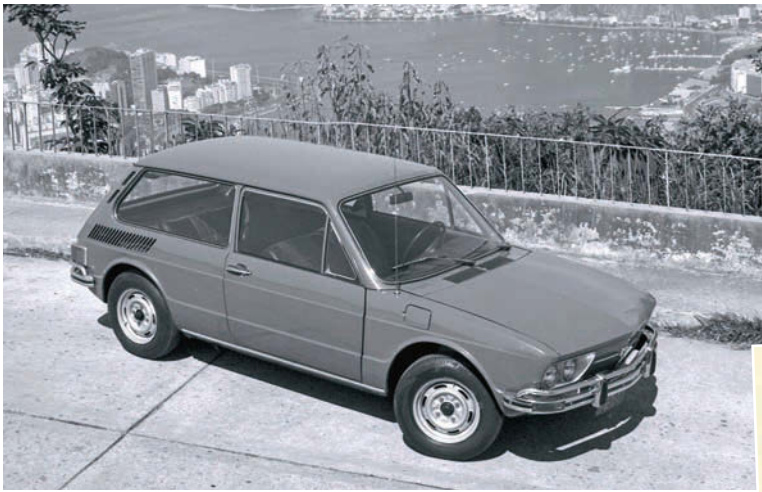
Brazil was a huge market for Volkswagen but, as elsewhere in the world, the Beetle's age and design was making it uncompetitive compared to newer rivals. In 1970, the Golf and its ilk were still a few years away, so Rudolf charged his engineers to come up with something more modern using traditional VW components. Thus the Type 321 (Dusty Bin, anyone?) was conceived. It used a Karmann Ghia chassis, traditional torsion bar and swing axle suspension and a 1584cc Beetle engine. Intriguingly, it didn't use the flat 'pancake' Type 3 unit, but simply modified the air filter and fan shroud of a standard upright motor so it could be neatly popped under a hatch in the back.

The very angular but capacious body was designed by former Ghia stylist Marcio Piancastelli (who died in 2015). Lots of glass made it light and airy inside, while two- and four-door variations gave it extra versatility. Most practical of all was the rear hatchback, coupled with a front boot that had much more space than a Beetle could boast. In something that was actually shorter than a Beetle. All in all, it was a masterpiece of TARDIS-like packaging.

Consummate drinker

When launched in May 1973, the Volkswagen, proudly named after Brazil's capital city, was marketed as a small van, in order to take advantage of lower taxes. It was cheap in other ways too – from 1978, the twin-

“All in all, it was a masterpiece of TARDIS-like packaging”



^ The Brasilia in its natural habitat

^ Marcio Piancastelli at work crafting the Brasilia



carb versions could run on sugar cane alcohol rather than more expensive petrol. Sweet. This tippie-loving Type 321 even had extra power, around 50bhp instead of the usual 44bhp of the teetotal versions.

Manufacture spread to Mexico in 1973 and, from March 1976, it was also bolted together from kits in Nigeria. There, it was called the Igala, meaning Gazelle. Out of the 1,063,963 examples made, only 9922 were Nigerian-built, however. Production ended in 1982, the Brasilia's days being numbered after the 1980 introduction of the slightly mad Gol (no, the 'F' hasn't dropped off, it means 'goal' in Portuguese). That looked like a shrunken Scirocco yet had an air-cooled engine up front and had originally been mooted as a Beetle successor back in Germany. But that's another story for another time... watch this space!

But now for the most important part of the whole Brasilia story – how it almost resulted in the death of a car scribe. Before it was launched, a freelance Brazilian journalist, Claudio Larangeira, was hanging around near VW's test facility when he noticed some prototypes being tested. Naturally, he went in closer and tried to get some sneaky shots. And that's when the security guards promptly started shooting at him. Fortunately, Claudio and his camera escaped

> Loosely translated, the caption reads 'turn and love'. Which sounds like quite a fun use for indicators...



^ See the Brasilia: a thought ahead of its time, apparently

^ Ah, those halcyon past days when a dry air filter and intermittent warning lights were actually major selling points



< "Do your homework, son, and maybe you'll grow up to be rich and successful enough to buy your own Brasilia."



unharmd and sold the piece to car magazine Quatro Rodas. That busted the story right open, forcing VW to officially apologise and boosting sales of the magazine, which then used some of its increased revenue to give Claudio a full-time job. No doubt interest in the forthcoming Brasilia was piqued too. So everybody won... except for the security guards who were probably severely ticked off for being quite so trigger-happy. ■

^ Rare in Europe, the Brasilia looks ultra cool when hit by a modding stick

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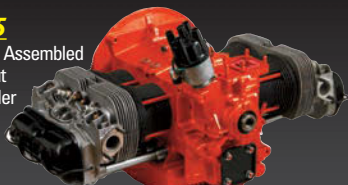
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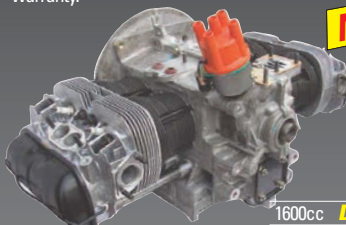
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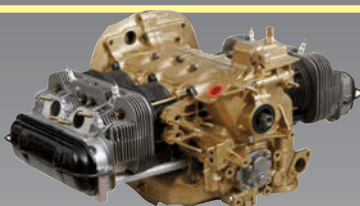
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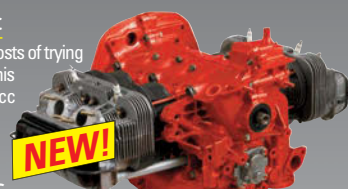
DIY: £2,049

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The Kid is alright

Keith 'Kid' Dean's well-known chopped Squareback was built in California in the early 1980s. After a period in the wilderness, it has undergone a sympathetic restoration here in the UK at the hands of James Russell

Words Mike Renaut Photos Matt Richardson

> It's not the lowest Type 3, or the wildest one ever built, but it's a benchmark car from the 1980s that will be fondly remembered by those who saw it then, and still stands the test of time today



T

hose of you with good memories, or extensive magazine collections, should immediately recognise this car. For those that don't here's the rub: "The car was originally built by Keith 'Kid' Dean around 1981," says James Russell, the current

owner of this radically modified '66 Squareback.

"Kid Dean was Dick Dean's son. He was 17-years old when he built it, and apparently did it to impress a girl. It must have worked since he later married her!" Dick Dean grew up in Michigan and later re-located to California where he worked alongside some of the best car customisers of the time, including the Barris brothers and Dean Jeffries. In the process, he taught his son the business of building traditional-style custom cars. Although most of those customs

were based on 1940's and '50's American cars, the traditional techniques of lowering suspension, chopping roofs and smoothing out bodywork could be applied to almost any vehicle. Such customising was clearly the origin of the Cal Look Volkswagens that followed, although not many of those VWs got a roof chop.

There are several ways to chop a car's roof and it's far harder than it sounds on vehicles with curved windcreens and sloping roof pillars. It's like trying to remove the centre section from an ice cream cone then join the top and bottom back together – they no longer fit. The most complicated method involves cutting the roof into four quarters and adding metal strips to widen and



TECH INFO

ENGINE

1585cc Type 3 engine with big valve heads, aftermarket camshaft and twin Dell'Ortos

GEARBOX

Stock four-speed

BODY

Roof chopped four inches; angled pillars; frameless doors; shaved trim; smoothed tailgate; relocated number plate light; custom split bumpers; handmade grille

INTERIOR

Ford Thunderbird seats; handmade 'floating' dashboard with stock and VDO gauges; Izumi steering wheel; Moon accelerator pedal; Jet Sound radio cassette; custom vinyl and corduroy upholstery

SUSPENSION

Lowered all round; adjustable spring plates

WHEELS

AND TYRES
Genuine EMPI eight spokes, colour coded; 135 Michelin XZX front; 165 Michelin ZX rear

lengthen the roof, but Dick, and by association, Kid, were never ones to just do things the way others did. When it came to chopping the Squareback, they used the stock roof and, having removed approximately four inches from each of the pillars, the whole roof was slid forward an inch and a half and re-attached at the a-posts with a slight forward rake.

Nomad look

Although the tailgate glass remains stock, it was moved downward by half an inch into the tailgate, which was leaned forward at a more acute angle to meet up with the new position of the roof. The b and c-pillars were then sliced into and angled forward to match the tailgate's new slant, giving the Volkswagen a radically different profile, somewhat reminiscent of the classy 1955-'57 Chevrolet Nomad wagon. Finally, rather than chop the tops of the doors to match, as is common with roof chops, Kid removed them entirely, making the doors frameless. The stock windscreen was cut down to size by a local glass company, who also cut the new one-piece side glass, supposedly using the same tinted glass used in skyscrapers.

Alongside this, the rest of the body modifications seem positively pedestrian. The chrome trim was removed, the headlight rings colour coded, the VW bonnet badge replaced with a Wolfsburg crest and the tailgate was smoothed and the number plate light moved to the lower panel.

The interior was equally custom. Kid cut out the original dashboard and built a 'floating' dash from sheet aluminium, then handmade the centre

console that holds an AM / FM radio cassette player between the seats. There are speakers mounted in boxes behind the seats, while a graphic equaliser (it was the 1980s remember) is tucked down by the passenger seat. The electrically-adjustable seats came from a Ford Thunderbird, then Kid designed the upholstery, which was all done in red vinyl and corduroy with matching carpet. None other than Dean Jefferies gave Kid the original Moon accelerator pedal, while Kid cut the clutch and brake pedal pads from an aluminium valve cover.

Cover star

The teenage Kid used the Squareback as his daily driver, but it was deemed wild enough to make the cover of *Dune Buggies* and *Hot VWs* magazine in March 1984, and the car still has that same shock appeal today. Kid apparently owned his Type 3 for a few years then sold it. Going by one of the stickers it spent some time in Texas before landing in the UK a few years ago.

"Kid was a custom car guy rather

> All right, we admit we don't have the exclusive on featuring this car, but in March of 1984 most of us were trying to moonwalk in the school playground...



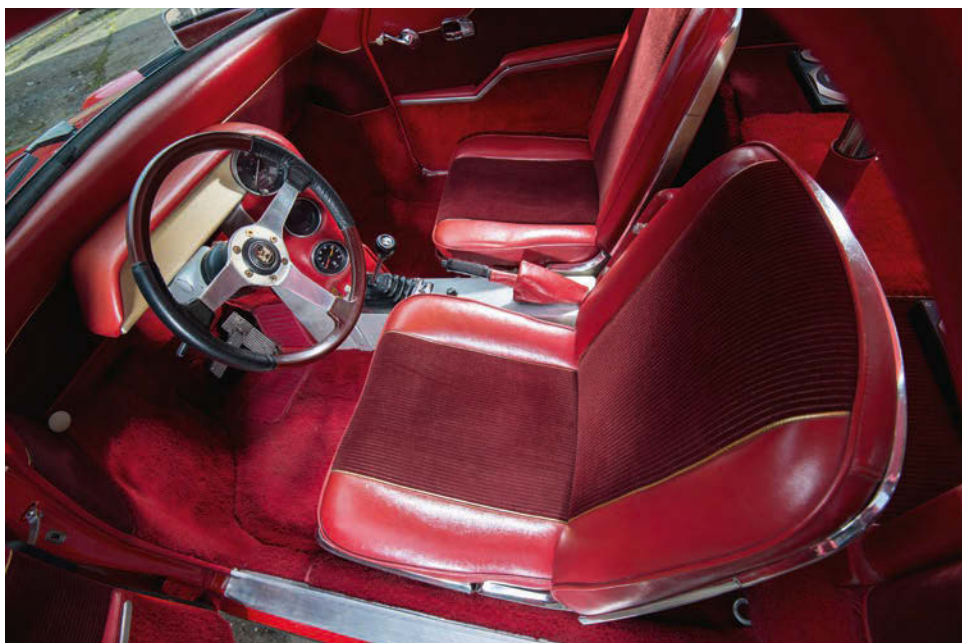
“Kid was a custom car guy rather than being especially into Volkswagens”



than being especially into Volkswagens,” says James, “so it’s not built in a traditional customised Volkswagen style. I’d seen the car in Colin Burnham’s 1986 book, *Air-Cooled Volkswagens*, and always loved it. Years later, I was on the Cal-look Lounge forum discussing various classic Cal Lookers with my Belgian mate, Fabian. I mentioned the Kid Dean wagon and he told me Russell Ritchie from Aberdeen had bought it from thesamba.com and it might be for sale. The wagon had been repainted a few times and had some rust on the bumpers, but it was still a decent looking car from 20ft away. I immediately told Russell I’d love to buy it and restore it back to magazine condition. He agreed to sell it and I got it just before Christmas 2014.”

James took it straight out to a local car show and says it drove perfectly there, but faltered on the return journey, so the first job was to get it running properly. “I took it to Fellows Speed Shop (www.fellowsspeedshop.com / tel. 07495 836573) and they were amazed by how good

➤ Those bucket seats are from a mid-1960’s Ford Thunderbird and were re-trimmed, along with the rest of the interior. It’s lasted extremely well over the years

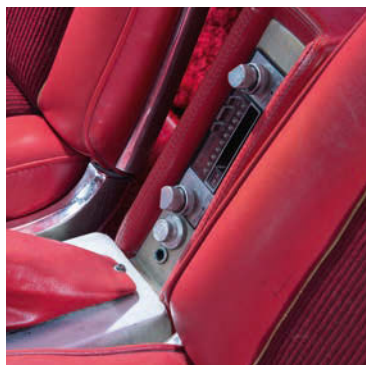


✓ The lowered roofline is what really grabs your attention when you see this car. Plenty of Beetles have been chopped over the years, but very few Type 3s have ever been given this most radical of body modifications



◀ If you were thinking ‘that’s an Izumi steering wheel,’ award yourself 10 points, unless you just read it in the specs box that is

✓ Photographer Matt got on his hands and knees to bring us this shot of the handmade ‘floating’ console, formed from aluminium and then wrapped in red vinyl



△ Period radio is AM and FM stereo and plays cassette tapes. If you were born after 1990, a cassette tape was like a primitive CD. If you were born after 2005, a CD is a...



➤ You probably know Kawasaki more for its lurid green motorcycles than graphic equalisers. Mind you, depending on your age, you may never have seen one of these of any make before





^ Single hoop roll bar apparently came from fellow customiser Dean Jefferies and, since he'd built his famous Manta Ray custom car around a pre-war Maserati chassis, it was rumoured the hoop was also a Maserati piece. Turns out it probably isn't...

> If you like your cars bright red inside and with wall-to-wall corduroy... seek medical advice



the car still was. They serviced it, adding new fuel lines, fuel tank, brakes and brake lines. I also raised the front a couple of notches to make it driveable on UK roads and Fellows raised the rear and added adjustable spring plates.

Purple flames

"Then the boot lid jammed shut, which put me off using it, so for about six months I just pushed it to the side of the workshop." That workshop is the home of Birmingham-based Custom Motor Bodies (www.custommotorbodies.co.uk / tel. 0121 475 8989) where James and his crew do everything from minor repairs to full restorations on anything from a Beetle to a Lincoln Zephyr, so the chopped Type 3 fits in perfectly here. "To be honest, I didn't even look at the Type 3 before I bought it, I just knew I wanted it. The car was in Scotland and it obviously needed paint – it came to me with purple flames – so I knew I'd take it back to bare metal."

A visit to the Slough Swapmeet got James a new boot lock to replace the seized one on the car, and with that his enthusiasm was re-kindled. "I drove it to work and back for a while, then stripped it," he recalls. Going

back to bare metal can unearth all sorts of horrors, especially on an old Volkswagen built in the '80s, but James needn't have worried. "All the bodywork changes Kid made were done with gas welds. It was damn good work and had lasted very well."

Wanting to keep the car true to its magazine feature period, James only made one minor change to the body: "It had scoops to feed the air conditioning in the rear quarters that might have come from a Pontiac Trans Am, no doubt vital in sunny California but I removed the air conditioning since there was no point in the UK. I also omitted the peep mirrors. Every panel aside from the roof had dings and dents on it so I just straightened all those out, and didn't replace any. It was a sympathetic restoration. I didn't want to change anything if I could help it."

Of course, James entrusted his own bodyshop guys to repaint the car. Given it's the boss' car, it had to be right, so I asked what the process was. "Firstly, we use an epoxy primer straight onto the bare metal. The epoxy

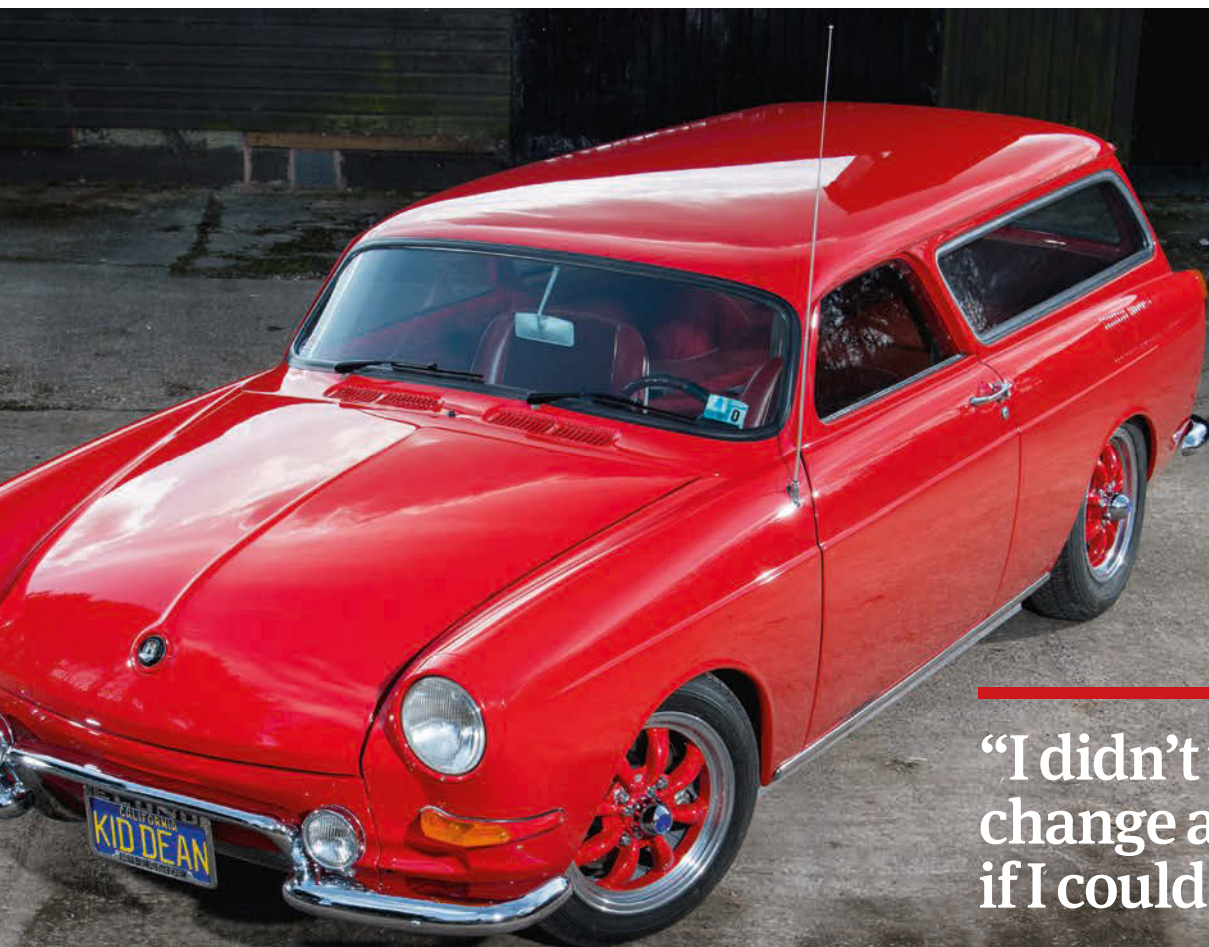
> The Kid Dean wagon is deceptively simple in its execution. The roof chop is unusual in that the roof panel itself remains stock, with the rest of the car tweaked and re-angled to fit. It's also subtly wedge chopped, which means the roof sits lower at the front than it does at the back



^ In case there's any doubt about who built the car, and where he lived, you've only got to read the number plate, or vanity plate as they're known Stateside



> The VW evidently spent some time in the Texas and, judging by this roadworthiness inspection sticker, was still on the road in April 2000



“I didn’t want to change anything if I could help it”



is tinted to the body’s final paint colour,” explains James. “After the hammer and dolly work is done, it’s given a skim of 3M platinum filler, followed by a guide coat. Most of that is removed by block sanding with 80 and 120-grit paper to get the panels straight. We then prime with a high build product, which gets block sanded, then it all gets a second round of high build before the final flattening with 320, 500 and then 800 used wet. Then five coats of two pack, in this case Porsche Guards Red, [apparently it never was painted Candy Apple Red as the Burnham book says] before flattening with 800, 1,000 and 1,200-grit blocks. We make our own sanding blocks from Perspex. We also bake the body at every stage and between coats. One of my guys, Tony, is actually responsible for the paint on this car.”

Rare rubber

“After we’d painted it, we couldn’t find any window rubbers that would fit,” continues James. “The side glass was also slightly



▲ The 1600 has largely stock internals, other than an aftermarket cam and big valve heads. It was in need of a rebuild when James acquired the car

◀ Dell’Orto air cleaners are one of the few performance parts on the engine – this wagon was about appearance more than speed

too small, so I had new ones cut and tried several sets of rubbers. It turned out a standard Type 3 windscreen rubber would fit, but we could only find one, so I put that on the nearside then fitted the one I had for the front 'screen on the other side. After some trial and error, I managed to find a Karmann Ghia 'screen seal for the front, but a Cal Look one without any chrome trim."

Happily, the interior had survived the years incredibly well. "It just needed a damned good clean. Nick at EPCS in Tewkesbury (Nick@epcs.uk.com) did the re-chroming on the partially handmade bumpers. They're from a Type 3, just cut down, and the curved front piece is also Ford Thunderbird." Likely the same car that donated its seats.

Belly up

But the metalworking wasn't completely over. "It had a complete aluminium belly pan that was dented and scraped, so I removed that and my good friend, Wayne at the Intergalactic Custom Shop, made a new belly pan and sill pieces, which we then fitted.

"I then got in touch with Kid Dean via email," recalls James, "and he was very friendly and complimentary about the car as it now is. The wheels were the only other thing I changed. It had Marathon Beetle wheels with Porsche 356-style caps and they've been swapped for colour-coded genuine EMPI eight-spokes. I wish it still had the original five-lug mounts, I'd have put Beetle steel wheels on it.

"There was a great story [again mentioned in the Burnham book] that the roll hoop had come from a 1933 Maserati," says James, "but I met an expert in vintage racing cars who had a look at it and responded 'there's no chance that's from a Maserati', so I wasn't going to make a fortune selling that piece even if I'd wanted to..."

"It had a complete aluminium belly pan"

> Here's James, the current owner and the man responsible for restoring and preserving this one-of-a-kind Volkswagen. If you'd like your classic VW restored or customised to the same standard, give him a call



"The car has its faults. For instance, you can't close the passenger door with the passenger seat back up because it fouls on the armrest, but otherwise it's a really nice car to drive and has good power. For a customised car, it's pretty practical and the styling has aged well. I'm just really glad it survived and I was able to buy it." ■

Thanks to:

Wayne Allman at Intergalactic Custom Shop (www.theintergalacticcustomshop.com / tel. 01789 450001); Pete at Bromsgrove Auto Trimmers (www.bromsgroveautotrim.com / tel. 01527 576643) for the body coloured wing beading and my team at Custom Motor Bodies – Terry Honey, Richard Leppington and Tony Newport.

✓ Originally, the rear bumper would have been full width, but it's been sliced into two neat quarter bumpers to allow space for the re-positioned number plate



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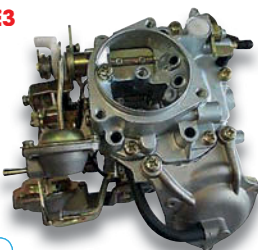
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Precision timing

The Swiss are well known for their excellent watches, but mention the name Luftkraft in VW circles and a very different form of excellence comes to mind

Words Ivan McCutcheon Photos Chris Frosin

W

e first heard about this car in November last year when its owner, Urs Beyeler, contacted us via Facebook. There were a couple of pictures of the painted bodyshell of a sunroof Oval, and the following message: "Hi Ivan, everything ok? The Luftkraft Guys are planning to come to The *VolksWorld* Show. I am building up a new car... Do you think it's got a chance to be in the show? Kind regards, Urs."

Now, the important part is the mention of Luftkraft. For those who don't already know, Luftkraft is a Swiss VW club whose members are seriously focussed people. Here at *VolksWorld*, we know them for building some of the best quality, and best thought out, modified VWs around. Cars from the club have twice taken Best of Show trophies

at Sandown, and scooped a brace of Top 20s over the years. So it wasn't a gamble on our part to say yes to Urs' question. If anything, it was more like *VolksWorld* setting a challenge for Urs to uphold Luftkraft honour and deliver a top class car.

Another big project

Having been in and around the air-cooled Volkswagen scene for over two decades, Urs is no newcomer. His last project was a light blue, backdated, '73 Cal Looker that was completed in 2001. That car had a honking 2276cc, 48IDF motor built by Marcel at Hofstetter Motorenbau.

The reason for the gap between builds is at the end of 2008 Urs took over the electrical installation company he had previously worked for. After nearly getting the hang of running the business, Urs found himself thinking about another VW project. "The idea was in my mind to do another big project. Not just a quick repaint, or anything like that. I decided it should be based on an Oval or early *dickholmer* Bug." A what? Turns out this is a nickname for big window Bugs with thick side window posts – in other words, cars built from 1958 to 1964. Using the same parlance, those built from '65 onwards are known as *thinholmers*. Now we all know.

"The project started in 2011 with a call from my friend and fellow Luftkraft member, Christoph

"it was more like *VolksWorld* setting a challenge for Urs to uphold Luftkraft honour"



Schiffer. He told me about a guy he knew who had bought a '54 Oval several years before and planned to restore it. He had pulled the car apart, but then basically given up and stored all the parts away in a barn." Interested, Urs immediately made arrangements to go and see what was on offer.

A fistful of Francs

"The funny thing was, the barn it was in was about 200m from where I grew up. I had been driving past it nearly every day for years, and didn't know what was in there," recalls Urs, continuing: "I grabbed a fistful of Swiss Francs and went to see the owner of the car. After a long discussion and some beers he was willing to sell the car to me. I was very happy to find a Volkswagen like this."

After sealing the deal, Urs went back with a trailer and two friends to get what he refers to as the "car puzzle". Sounds like he needed his friends too, as the Oval was sitting on the upper floor of the barn between some old Buggies, other VWs and a lot of parts, so it took several hours to get the body out and

"I decided it should be based on an Oval or early *dickholmer* Bug"

find all the parts. Well, almost all.

The stash was transferred to Urs' parents' garage, as he didn't have anywhere of his own to store them as he was building a new house at the time. "It didn't really suit my plans, or my wallet, to restore an Oval at the time, but hey, the chance to buy a '54 ragtop doesn't come up too often in your life."

When he had a bit of time to spare, he sorted through all the parts and made a list of the bits he was missing. He was a little confused by the strange set of seats it came with that had weird mechanisms on the frames. He



 Rubber makes the ride! In this case it's the Goodyear Wide Tread GT bias-ply tyres that help nail the look

> Amazingly, these are the original seat covers and door panels the car left Wolfsburg with in 1954. They were discovered under black leatherette covers that had clearly been on there forever



“I went completely nuts when I found under the black leatherette covers the original seat material, and just like when new!”



was stoked when a friend told him they were 1950's accessory seat recliners, made by Adolf Hüls Metallwarenfrabrik of Kamen, Germany, and known as *Kombisitz* or *Liegesitz-beschlägen* – that's bed seat fittings in English. Commonly referred to as Hüls recliners, they allow the seat they are fitted to fold completely flat to make a bed.

▲ Accessory eight-day clock made by Kienzle is a nice, and useful, addition to the glove box door

That started Urs wondering if the seats could be the originals. “I went completely nuts,” he remembers, “when I found under the black leatherette covers the original seat material, and just like when new!” This was a massive bonus as it meant the seats didn't need re-trimming.

The sorted components were then moved to the garage of another Luftkraft member, Marcel

Hofstetter, where they sat for another year, while Urs continued to hunt down the missing parts the car needed.

< Looking down through the Golde ragtop onto the classic Oval dashboard and batwing steering wheel, as used up to the 1956 model

Hammered Inc.

The project finally kicked off in the autumn of 2012 when the body and chassis were transported to Thomas



^ Flat4 alloy BRMs with Firestone F-560s on CSP front disc brakes



^ The finish throughout the car was something Urs paid great attention to. This '54 was to be of a show winning standard throughout

> CSP stainless Sebring-inspired exhaust is designed for Porsche 356s, and had to be modified to fit behind the Beetle's valance



Fuchs at Hammered Inc. (one of the aforementioned *VolksWorld* Best of Show winners). Urs was in for a shock when the 'shell was blasted, though, as the metalwork was way worse than expected, but thankfully rot was limited to the lower left side only. On the upside, the chassis was virtually perfect with just one small perforation in the battery tray area to deal with. The doors, bonnet and decklid were as straight as you could hope to get. None of the work was an issue for Thomas, as he really is a master of the art when it comes to VW bodywork.

By the summer of 2013, Thomas had finished his work and the '54 was passed over to another Luftkraft member, the ace painter, Andy Siegrist. The floorpan and mechanical components were done first and then, in April 2014, Urs received the freshly painted Iceland Green body. "The result was simply awesome in quality. By this time my new house was finished, as was my new paradise – the workshop beneath the house – so the next step was to get the chassis rolling.

"I put it together with all the parts needed to get a Bug looking like it should: adjustable front beam; CSP front discs and a set of Flat4 BRMs.

"Finally, the moment of the wedding arrived. It's such a big moment, when the body goes back on the

chassis and you get the first chance to see if what you had in your mind really works in reality, and for me it did. The original colour looked great for me with the BRMs." It does it for us, too.

Clock watching

By autumn 2015, Urs was focussed on completing the car, with a goal on debuting it at *VolksWorld* 2017. The task of building the engine was given to Marcel Hofstetter. "I wanted a Vintage Speed look, but I didn't want to build a true Old Speed engine based on a 25-horse block so we decided to build a later 1600cc engine but give it the Porsche 356 look." The resulting motor, with its re-worked CSP 356 Sport Exhaust and Riechert twin carburettors, produces around 75bhp and looks stunning. The transmission is a standard spec late model unit, rebuilt by Rancho.

Things were looking good but, towards the end of 2016, the project nearly got the better of Urs due to other commitments and a heavy workload, but once the car had been accepted, he knew he had to find the time. Luftkraft honour was at stake here! "Having the car accepted gave me the motivation to finish it. I stayed on the project, without any breaks. Many nights

TECH INFO

MODEL

Type 117 Export limousine sunroof; built December 30 1954, left Factory January 4 1955 destination AMAG, Zurich, Switzerland; M18 option – larger reflectors in the rear lights; repainted in original L213 Iceland Green

INTERIOR

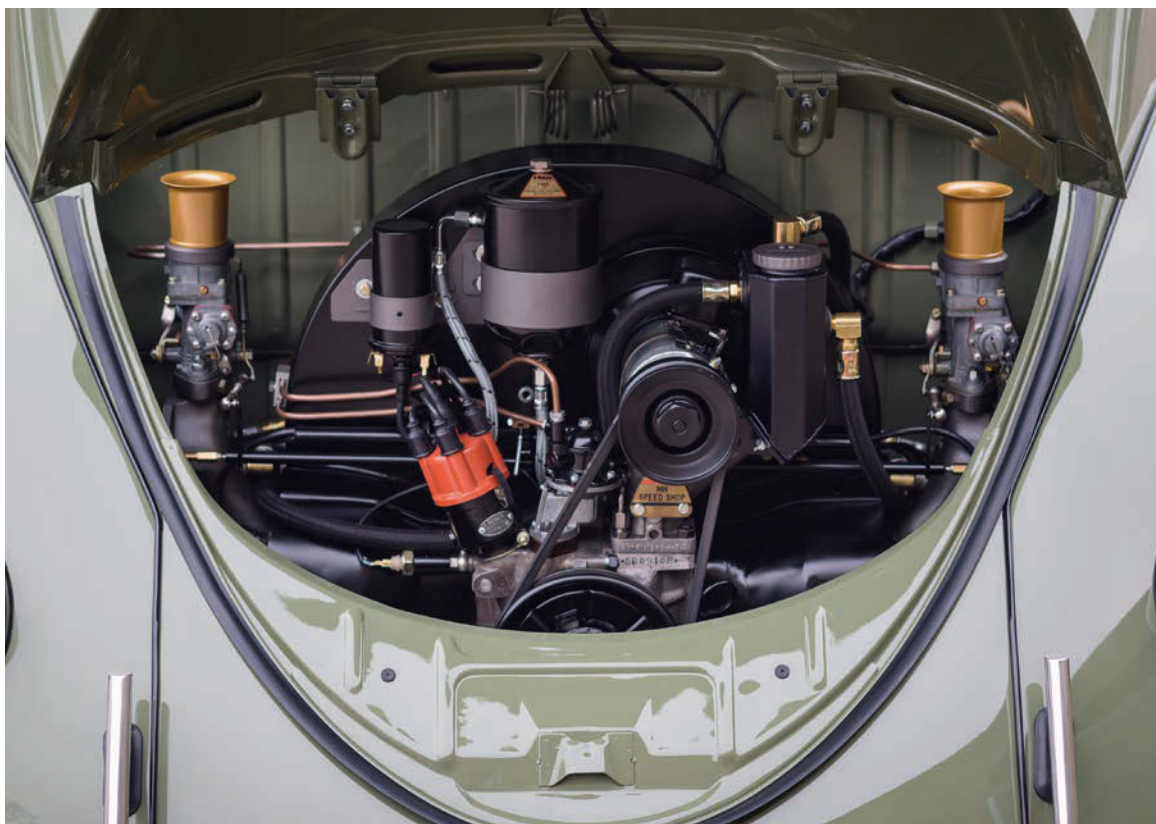
Original P123 green cloth upholstery; new H108 beige wool cloth headliner



**“First I thought,
nerf bars... no way...
they’re the ugly
friend of the t-bars”**



▲ Urs Beyeler took a stripped down and shelved project and turned it into a *VolksWorld* Show Top 20 winner. Good work that man!



◀ Marcel Hofstetter built the late 1600-based motor, which has Old Speed tuning parts, Porsche 356 styling ideas and satin black and gold colourways

✓ Love the detail on this engine. Hard copper fuel lines are a nice touch, you've got to agree

TECH INFO

ENGINE

1641cc Type 1; Riechert dual Solex PCI carb kit; CSP Porsche 356 Sebring-style exhaust; full flow oiling with Fram HP1 external oil filter

SUSPENSION

Narrowed, adjustable link pin front beam; Gaz adjustable shock absorbers; stock rear suspension

BRAKES

CSP front disc brake conversion; standard VW rear drums

WHEELS AND TYRES

Flat4 alloy BRM replicas; 145 Firestone F-560 front tyres; E70-15 Goodyear Speedway Wide Tread GT bias ply (1968-'69 Z/28 Camaro tyre)



▲ The original Reichert dual Solex 28PCI carb set up is a true Vintage Speed addition that you can still buy new today. See reichertmotorentechnik.de

went by without many hours of sleep and, at the end of January, I took the nearly finished car to Ruedi Nafzger for the headliner. He did a fantastic job. After this, the car came back to my garage and, finally, at the end of February it was ready."

To nerf or t?

"Except something wasn't right with the look of the car. Better with bumpers or without? Cal Look cars should have t-bars, but everybody has t-bars, so I looked at 'the bible' (*California Look VW* book by Keith Seume) to find the old drawing from the February 1975 *Hot VWs* magazine, where the style of Cal Look was first described. In the drawing, the Bug has nerf bars. First I thought, nerf bars... no way...



they're the ugly friend of the t-bars, but I decided to try to make some that worked and I am happy with the results."

With that, there was just one mission ahead. The 725-mile drive from his home in Aristau, Switzerland to Esher. And that's one way! This meant he travelled further than anyone else displaying a car this year. We're very happy he did, though, as the car was a real treat for us, and the visitors. And this time Urs went home with something to declare. A Top 20 award, and well deserved it was, too. ■

Thanks:

Urs would like to say a big dankeschön to his wife, Katja, for her patience and his sons, Melvin and Marlon, who helped him out.

Also to Christoph Schiffer, Thomas Koch, Andy 'Rennmeister' Siegrist and Marcel Hofstetter. Thank you all, Luftkraft rules!

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Hall's gold

Like a lot of things in life, being forced to consider the cost often leads to the most innovative outcome. Dean Hall's Oval is a case in point

Words and photos James Wallace

“passion over
fashion in
almost every
single way”





“I was torn between investing my money wisely or buying the Oval”



D

ean Hall's Oval is one of those cars that just garners respect for its DIY mantra, club participation and overall build philosophy. While it's fair to say very few builds are achieved without love and plenty of man hours, Dean's '55 has such good vibes behind it that it

would make Bob Marley's project seem like a proper stress head. For Dean, it all began when a chance bid on a '73 GT Beetle one night became reality. “I stuck a cheeky bid on and forgot all about it,” the 28-year-old electrician tells us. “To be fair, I only offered £400, and it wasn't until I got a winning bid email that I remembered even placing a bid.” A swift journey to Wales from his Mansfield HQ with a trailer saw that car deposited back at Deano's place. “It was the first air-cooled VW I'd owned, and it was the perfect introduction to the shows and the amazing community,” says a clearly enthusiastic Dean.

Clique 53

It was the introduction to a group of likely lads who go by the name Clique 53, however, that really opened Dean's eyes to the dangerously tempting world of choice good times and first rate banter. “It wasn't long before I started to feel the need for an older, rarer, more sought after Beetle, if you know what I mean. And an Oval was always at the very top of that shopping list.”

So, no sooner had he lowered the '73, spruced it up with some fresh paint and got it looking and driving well, than his roving eye spotted what looked like a promising next step – a right-hand drive '55

△ Decked appeal comes courtesy of a JK four-inch narrowed beam and a single inner and outer spline tweak on the rear torsion bars





TECH INFO

MODEL

Late 1955,
UK-spec, RHD
Oval Window

ENGINE

Original 1200cc
30bhp flat four,
converted to
12V, matt black
'dress-up' paint,
stock exhaust

CHASSIS

JK 4-inch
narrowed and
adjustable
beam; rear
adjusted on
the splines

WHEELS
AND TYRES

4 x 15 and 6 x
15 JK Fumagalli
steels, painted
gloss black;
145/65-15
Nankang
front tyres,
195/65-15 Conti
Contact rears

BODYWORK

Re-painted
in one off
'Voodoo Racing
Gold' with
matting agent;
colour-coded
trim; gloss
black handles
and bumpers
with reverse
sides and bolts
painted gold

INTERIOR

Original red
leatherette
seats; Sailor
Jerry shower
curtain door
cards; custom
made gear
knob; cut down
Bay Window
shifter; blacked
dash trim; stock
steering wheel



Four and six-inch wide Fumagalli steels with a 33.2mm offset are tucking awesome both front and rear. Perfect tyre sizes ensure the attitude matches the altitude



Gold bolts for the bumper hangers continue the accidental Voodoo Gold colour scheme that's based on a U-Pol barrier coat paint

Oval being advertised down near Dover. "I'd just managed to sell a house I used to rent out, so I was torn between investing my money wisely or buying the Oval," he says with a grin. Needless to say, the Oval won and he'd invested his money wisely, in our opinion anyway.

His long-suffering wife, Pippa, accompanied him on the trip to Kent in May 2015 and, within seconds of seeing the car, Dean was smitten. At £7,500, it wasn't cheap but, being an original UK-spec Oval it ticked the earlier and rarer boxes, and it looked to be an up and together car, not a project. "I got it straight over to my mechanic, Mark Chambers at MCM, who took the heads off to give them a freshen up and then tuned the engine for me and sorted the brakes out. I then stuck a 4-inch narrowed JK adjustable front beam on and adjusted the rear on the torsion bar splines – +1 on the inner and -1 on the outer – before taking it for its MoT, not that it needed one, obviously! It failed on having left-hand drive headlight lenses and a large section of rust underneath the back left hand side, so I knew what to expect come restoration time.

"With a set of steels bolted on and painted in a jazzy red to replace the set of EMPI fives it came on, and the oil light working properly, I was set to enjoy it for the summer."

The Oval's slightly more agricultural charm,



compared to his previous GT Beetle at least, was hard to resist for Dean and, with the 1200cc 30bhp unit doing exactly what it was supposed to, he was more than happy to just trundle along and enjoy the relaxed pace of any journey. Come the winter time, though, things took a slightly more serious turn as Dean amassed further funds and bigger plans. "It was time to make it solid, make it more useable and stop it from rusting any more."

Voodoo magic

A meeting with Kev Hall of Voodoo Paintworx in Mansfield, a fellow member of the Clique 53 crew, saw Dean book the car in for the welding it so richly deserved. However, the real world budget Dean was working with meant even just the cost of welding soon spiralled out of control. "It went in just to have a few holes welded up here and there but, as Kev started grinding things back, it turned into a hell of a lot more. I didn't want it patching though, I wanted it done so I could really use it and enjoy it," Dean explains. Fortunately, he was able to use the barter system, exchanging the odd electrical job for Kev here and there for a discount off the final bill.

In the end, thanks to a pile of Klassic Fab repair panels, it came out of Kev's workshop with new raised floorpans, new heater channels both sides, a new inner wing on the nearside, a new rear valance and two new rear quarters. That blew such a hole in the budget that there wasn't enough left for a paint job and what you see here was just a temporary measure at the time. But everyone who saw it liked it so much, it's stayed put. "I was under no illusion

that I could compete with the big money show cars that get trailered everywhere, so I decided early on to pursue a different route with my car, and not just follow one particular style," says Dean.

And that's how the 'Voodoo Racing Gold' hue came to be. "Kev was painting a car for another customer when he 'phoned me up one day and said,

'you've got to get over here and look at this before I put any primer on it.' The colour that had got him so excited turned out to be U-Pol Barcoat yellow oxide sealer / isolator, a paint designed to be used under primer if a car isn't stripped back to bare metal. "I quite fancied Mango Green for the car, until I saw a procession of cars in that colour at The VolksWorld Show in 2016. There was nothing at the show that looked like this!" Both agreed, a tin of a similar colour was knocked up by one of Kev's suppliers,

"I decided early on to pursue a different route with my car, and not just follow one particular style"

By usurping any traditional defined 'style', we can't help thinking Dean gets more attention than something shiny trying to be perfect



✓ Gloss black bumpers and handles kept the restoration cost down so Deano could get in and drive his '55 *tout de suite*



and some matting agent added to give it a more satin texture. It almost looks furry, so much so we wanted to stroke it when we were taking the pictures, and at least Dean doesn't have to worry about buffing it out every time he goes for a drive.

Chunky rubbers

"I also couldn't really afford all new bright work, so I decided to colour code all of the existing trim and do the bumpers and handles gloss black for a contrast." Indeed, with a set of matching gloss black Fumagalli steel wheels with some chunky 195/65 Conti Contacts out back, the whole look is just about perfect in our eyes, even if the stance meant three blokes and numerous bits of wood were required just to get the car up the kerb for the photoshoot. "I wound it down as far as I dare on the front, but I really like the look of the meats out back. It's still quite hard work to drive but, even with the standard motor, it always makes me smile on a Sunday run to the pub with my wife and the dog onboard."

A sparky by trade, Dean set to re-wiring the entire car and switching over to a 12V charging system, using entirely black cables, not just to promote future confusion, but also because it looks good. A re-wound dynamo now hosts 12V internals, while the 6V semaphores remain thanks to a voltage dropper in the system. A new regulator and Pertronix Flame Thrower coil and distributor package ensure trouble free ignition. Hell, he's even gone for an electric choke version



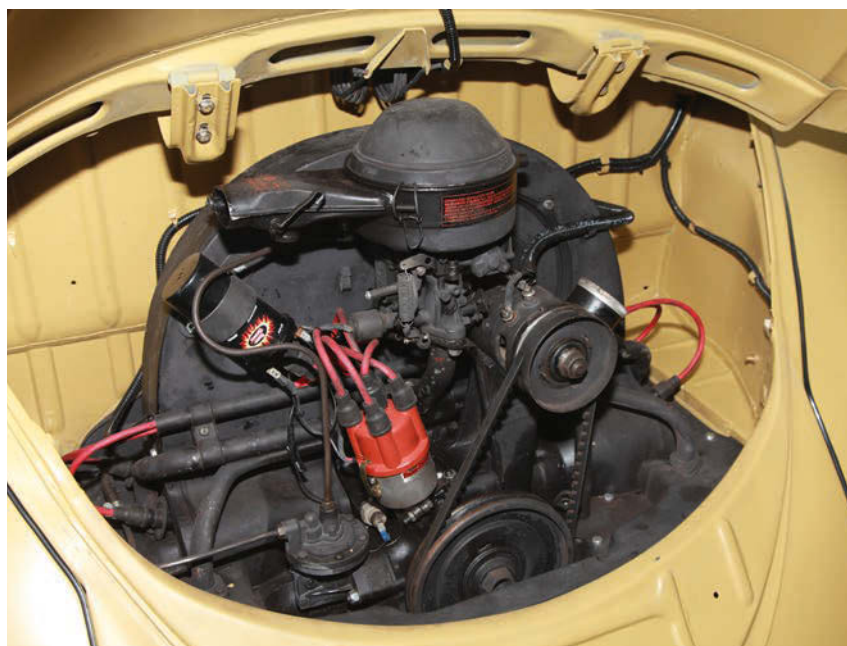
◀ Hendrick's Gin brake fluid reservoir was more fun to make than it appears. It involved two bottles of Jack Daniels for starters

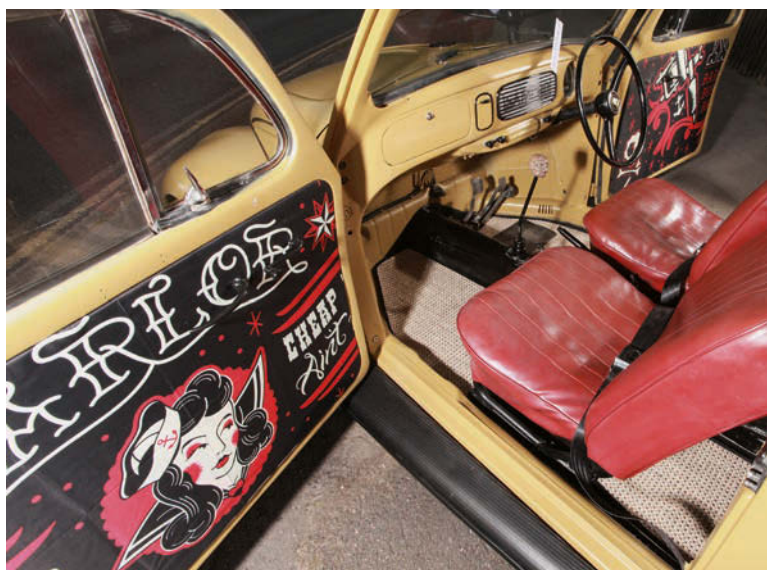


➤ All new loom uses black wires throughout. Just as well Dean's a sparky and knows his way around a multimeter



➤ The original 30-horse has had the cylinder heads freshened up and an updated 12V Pertronix ignition system with electric auto choke PICT 30 carb for modern-day convenience





^ Aye aye cap'n – Sailor Jerry shower curtain door cards, original seats and a nod to his favourite TV show, *Sons of Anarchy*, in the central grille vent. Check out that custom made gear knob that his toy maker pal hand crafted

of the Solex PICT-30 carb to ease the burden of those early AM rises. "I drove to Newquay in October with some of the club lads and we set off at 2am, all wrapped up in blankets. Sometimes I wish the heater worked a little better, but it's trips like that that will remain etched into my brain for years," laughs Dean.

The final curtain

With his blatant disrespect for polish and shiny stuff, it's no surprise when you look inside to find things are back to basics there, too. "I trimmed the door cards

using a Sailor Jerry shower curtain and kept the original red leatherette seats. My favourite touch is the gear knob though, it's hand crafted by a good friend of ours who's a toy maker and sculptor, Richard Page." When fitted to a cut down Bay Window shifter, Dean reckons it gives the feel of a Vintage

"I trimmed the door cards using a Sailor Jerry shower curtain"



^ After all the welding that took place underneath, Dean's piggy bank was depleted, so the interior remains minimalist, with just the front seats and space for the dog

Speed short shift for a fraction of the cost.

The leftfield spirit of this motor is best summed up under the bonnet, where a Hendrick's Gin bottle now acts as the brake fluid reservoir. "I had to drink two bottles of Jack Daniels before realising they didn't like to be drilled, whereas the Hendrick's was a more robust find come closing time in my local boozer."

Despite its relatively humble roots and upfront penny pinching attitude, this car is all about passion over fashion in almost every single way. The totally inspired, 'can't afford it, so we'll try something else' mantra that has influenced the entire build has made it even more memorable than attempting perfection and coming up short. "I'd say more people probably notice my '55 as a result," smiles Dean, continuing, "I honestly don't think anyone would have looked at it if I'd gone all shiny and tried to do it properly." And that, ladies and gentleman, is that. ■



^ This photo was not staged in anyway whatsoever. Deano always hangs out near motorway bridges to admire his handiwork, having bumped his car up wooden planks to clear the kerbs

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Mango and cash

A cheap eBay buy looked like a good introduction to air-cooled VWs for Ash Dean, but turned into a long, hard lesson in restoration

Words and photos Jon Cass



E

ver since passing his driving test when he was 17, Ashley Dean has had a passion for modified cars. The first to receive the Dean treatment was a humble Vauxhall Corsa and, over the following decade, a multitude of other vehicles were subjected to his take on modifications. "I just like putting my own stamp on something, and achieving the look I think suits a car best," Ash smiles. "Some people might like it, some won't, but we can't all be exactly the same."

This array of modified vehicles eventually swung towards those wearing a VW badge, and a Caddy van was the last to receive a degree of personalisation

before Ash's latest and biggest project to date came into play. "While I had my Caddy, I began attending various VW shows," Ash remembers. "I'd be walking past the air-cooled cars and Buses and first noticed a particular desire to own a Split Screen whilst at a show in Uttoxeter." It was those iconic looks that really did it for Ash, plus the Split's ability to look cool and individual, whatever route you decide to take regarding modifications.

"After a discussion with my wife, we settled on a Camper conversion as it ticked all the right boxes – the potential for holidays, with a decent amount of space, whilst travelling in an attractive vehicle that we could also take to shows," Ash explains. "So we began looking for a suitable project straight away."

“it turned out to be more of a polished pig that was covered in primer!”



The pair initially looked around the vehicles for sale at VW Action, but found nothing available at the price they wanted to pay. Then Ash's wife, Kirsty, spotted this '59 Kombi on eBay the following day. It had just been imported from California, and stood out in the crowd.

Don't judge a Bus by its cover

“When we first went to view it, the bodywork was coated in primer and appeared to be in really good condition. It seemed a no brainer, so we struck a deal straight away. Sadly, it turned out to be more of a polished pig that was covered in primer!” A closer inspection revealed the lower eight inches of the Bus to be far from perfect,

which led Ash to make the decision to have the 'shell shot blasted to find out what he really had bought. “Basically, it fell apart. I think the primer must have been holding it together,” he laughs. “That meant I had an endless amount of panels to source and fit and plenty of welding to do.” Fortunately, a lot of Split Bus panels can be bought off the shelf these days, and so Ash and his cousin, Andy Cross, got stuck into what turned out to be a very time consuming part of the project.

Their attention then turned to the underside, which has now been repair welded where necessary, stonechipped and then covered in L346 Mango Green, the original colour the Bus wore when new. “We then built the Bus



“it ticked all the right boxes – the potential for holidays, with a decent amount of space, whilst travelling in an attractive vehicle”



up to a rolling 'shell to make it easier to move around and work on," Ash explains.

Strictly static

All the suspension came from Slamwerks, starting with a front beam narrowed by 4½ inches and finishing with a straight axle kit with adjustable spring plates. Combined with dropped spindles and modified lower trailing arms to better align the Type 2 Detectives slam shocks used all round. Air ride was briefly considered, but in the end Ash decided to stick with a more straightforward static set up. "It was always part of the plan to have the Bus sit lower, though initially we didn't plan on it being quite this low, but I love how it's turned out."

As there were no plans to run big power, a simple

Beetle drum brake set up has been installed, but it's those SSP BRM replicas that really help accentuate the stance and overall look of this Bus. "The plan was to go for steel wheels, but Kirsty surprised me one Christmas by giving me the BRMs," says a clearly very pleased Ash. "They seem to look just right and I reckon look better than steels would have done on there." Ash is indeed a lucky man to have a wife such as Kirsty.

Once the wheels had been fitted, the Split could then be sent out for paint, a job Ash says he was always going to leave to a specialist. In this case, a local painter, Les Smith. There was no lengthy deliberation over colour, Ash had always held the desire to revert back to the original 1959 colour combination so the lower half was treated to Mango

BEFORE



^ Ash's wife, Kirsty, spotted the Bus on eBay. It looked okay, but the grey primer played a large part in holding all the rust underneath together

v Being an ex-Californian Bus, some parts, like the front inner wings, were surprisingly sound. Others, like the cab steps, were toast



^ The whole suspension was replaced with Slamwerks products. A narrowed front beam and straight axle kit help achieve the wicked stance

Green and the upper half and roof to a coat of L347 Seagull Grey. There's no doubt the period paint colours suit the Split's lines and he doesn't regret the decision for one minute. The front bumper has been colour coded to match and, interestingly, Ash has done away with the rear bumper altogether. Front and rear opening safari windows, two pop-out side windows and yellow tinted headlight glass complete the exterior.

Camper convert

With plans for holidays and outings, Ash and Kirsty had always intended to convert the Kombi into a functional Camper, but not so far as to end up with a Bus they would be scared to set foot inside for fear of scratching or damaging anything. Beginning

with the cab, the front seats have been re-covered in a contrasting brown leatherette material, another job that was given to a local specialist, AB Upholstery. The original steering wheel and that trademark single dial dash remain in place. The door cards have received plywood panelling, darkened with teak oil, along with the under-dash area, while the cab carpets came from Madmatz and were a gift from Ash's son, Finley. It may be a mixture of textures and shades but the whole cab area blends together nicely and manages to retain some original features.

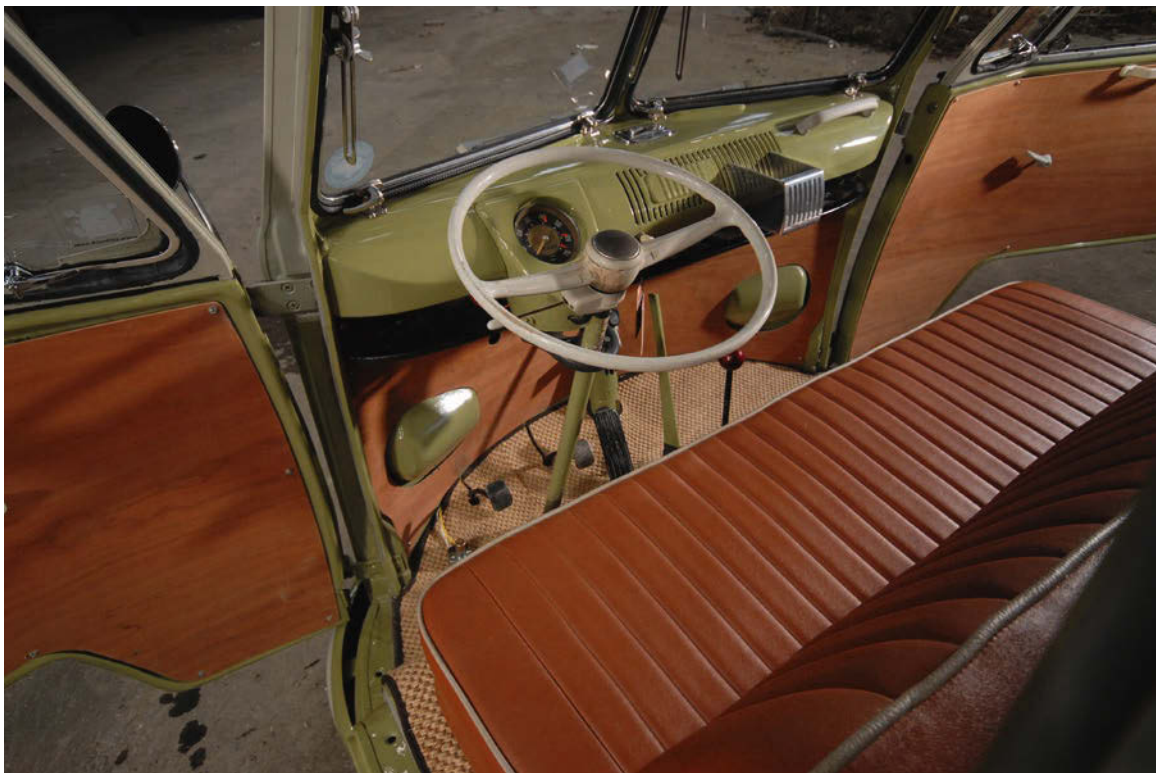
As any honest Split owner will admit, the interior dimensions aren't exactly on the scale of modern Campers, so Ash decided to go for a full-width Rusty Lee rock 'n' roll bed to maximise sleeping space. This left no room



'59 KOMBI

> Interior is functional, with plenty of space to chill out. That's a full-width rock 'n' roll bed under the cushions, and the chest contains camping essentials





◀ The Mango Green paint contrasts well with Ash's choice of cab trim. Note the steering wheel and column remain in unrestored condition

✓ The faux leather bench is very inviting, and blends well with the rest of the cab



TECH INFO

MODEL

1959 Kombi in Mango Green and Seagull Grey; safari windows front and rear; two side pop outs; yellow Hella headlight glass; rear bumper removed

INTERIOR

Rusty Lee full width rock 'n' roll bed; overhead locker; AAC cup holder; Madmatz carpet; 4mm ply wood panelling; front seat re-trimmed in brown leatherette; vintage chest for camping gear; Osokool cooler



for side cupboards, but storage space can now be found in neatly arranged cupboards positioned close to the roof. It all works out for a surprisingly spacious interior, and portable appliances contained in the retro chest mean all camping essentials are on hand. The gas bottle lives under the rear seat and we're told the Osokool cooler works fine, given its age. "I might add more cupboards in the future, but that'll probably mean reverting to a smaller bed. It's an option I could take," Ash adds. The wood panelling and Mango Green continue throughout the inside, while the cream carpet helps lighten the space and make this Split a very pleasant place to spend time.

The Bus came with a 1200 engine fitted but, as that had very little power, Ash went on the lookout for a more potent replacement. "I fell lucky here as a friend of mine managed to source a 1600 twin port that had been sat in a guy's garage for 21 years. It was an unknown quantity,





◀ Vintage Speed stainless exhaust looks the mutt's nuts

▼ Like a scene out of *Sleeper*, this engine had been stood in a garage for 21 years yet fired straight back into life once it had been treated to new plugs, leads, an 009 dizzy and a new coil



◀ 1600 twin port remains virtually standard, and suits Ash's needs just fine

TECH INFO

ENGINE

Later 1600cc twin port; Vintage Speed exhaust

GEARBOX

Stock 4-speed 1300 Beetle

SUSPENSION

Slamwerks 4½-inch narrowed beam; dropped spindles; Slamwerks straight axle kit; adjustable spring plates; Type 2 Detectives slam shocks all round

WHEELS

AND TYRES

SSP BRM replicas; 165/45-15 front, 175/65-15 rear

BRAKES

Stock Beetle drum brakes



but we thought it'd be worth a shot." The 1600 was treated to new plugs, leads, points, fuel pump, coil and oil and it fired straight into life, despite having been stood for over two decades. Good old Volkswagens, eh?

Once cleaned up, it was slotted into the Split's repainted engine bay and there it remains, standard other than the Vintage Speed exhaust. "The 1600 is adequate and certainly better than the 1200 that was there before, but I wouldn't mind upgrading to a 2.3 at some stage. That'd probably mean upgrading to bigger brakes, like a set of Wilwoods, but that'll all come when my budget allows."

"The hardest part was probably the emotional side of things"

The engine may have been a chance find, but locating the replacement gearbox takes things to another level: "My mate Andy and I spotted a scrap 1300 Bug in a field," Ash laughs. "I took the gearbox, Andy had the engine!" Once cleaned and painted, it was slotted into place and, after some head scratching working out how to sort a problem selecting reverse, now apparently works a treat.

Testing times

Unsurprisingly, the project took a bit longer than Ash originally thought it would – six years in fact, and it was a steep learning curve all the way. "If I had to do it all again, it would be easier as I now know where I could have saved time and money on certain areas with the same end result," says Ash. "The hardest part was probably the emotional side of things as tackling certain jobs was both frustrating and testing at times." Proof of that is the fact the Bus was put up for sale





“The plan was to go for steel wheels, but Kirsty surprised me one Christmas by giving me the BRMs”

on a few occasions during the build, but persistence and help from various websites and forums kept him going, and the reactions the '59 has received now it's back on the road have made the hard work all worthwhile. “It attracts a lot of interest and people often wave or give a thumbs up when we're on the move. Being asked to be part of club displays, or to use it as a wedding car is pretty cool, too.”

Although he still has many plans for his Split, Ash says he can't resist the thought of tackling a fresh project. “I would like to take on an Oval Beetle next. I'd retain the original colour again, but add Fuchs alloys and lower it into the weeds.” Clearly, the VW bug has bitten and thoughts of his first modified Corsa are well behind him now, though that addiction to personalising everything he drives shows no signs of waning for some time yet! ■

Thanks:

Biggest thanks go to my wife, Kirsty, for tolerating this project, and to both sets of parents for their continued support. Plus Mark Forman for all his hard work and input, all the lads in my local club (GYVW), Simon Grantham at GBM for the location, Wayne Hutson and Ant Coxell for the valet, Jason at Louth Autoclinic, AB Upholstery, Andy Cross, Les Smith, Finley and Steve Ridley



◀ SSP BRM replicas are the perfect choice here. Ash's chosen chassis mods mean the stance is killer, too

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A grand day out



This is what you see when you reach the end of the main drive – Stanford Hall itself, and a fine selection of the best stock Beetles in the UK. Not bad, eh?

No matter what floats your boat in the VW world, Stanford Hall spans all styles and trends, though the emphasis remains firmly on the stock, concours side of the scene. Here's just some of what we saw this year

Words and photos Cathal O'Toole

To me, Stanford Hall is more than just a VW show. It's a treat, and you feel you're spoiling yourself by going. Maybe it's the stately surroundings, or perhaps it's the homemade cakes served in the relaxing courtyard kitchen, but most likely it's that you're looking at some of the best original and restored VWs in the country, all lined up in front of a lake. What is even better is there are no restrictions to viewing the cars, and the owners are never far away and are always happy to talk.

So what of 2017? Well, for one, it was supposed to rain and it didn't. In fact, it was a rather splendid day, with the sun shining for most of it. From early morning, vintage metal drove through the gates and were escorted to their assigned spot. The Split Screen Van Club had their line up as usual, although calling it a line up implies a line, whereas their 'pitch'

is massive, requiring its own dedicated section of the grounds.

The Cabriolet Owners' Club were also out in force, having had their AGM the night before, as were the Last Edition Register, the Special Edition Beetle line up and the ever dependable Karmann Ghia Owners' Club.

Beside the Ghias were the most Porsche 914s I've ever seen, which had many people questioning whether they would take a Ghia or a 914 home, given the chance. Tough decision, but a certain red and black Lowlight Ghia did it for me, and I'm sticking to that answer!

The display of displays, though, has to be that of the Historic Volkswagen Club in front of Stanford Hall itself. Although there was a '46 Split and three of the best survivor RHD Ovals in the country – all green incidentally – the car that stood out for me was the Chestnut Brown sunroof Split, or Type 11G if you prefer codes.



^ My car of the show was this 1952 Type 11G Split sunroof Beetle. The car spent its early life in Munich, before going to the South of France and then coming to the UK in 2009. It has had a repaint, but the interior and ragtop fabric are the originals from '52. An absolute beauty

As usual, the traders were out in force, and a few early birds caught some NOS worms by the looks of things. Real bargains are few and far between these days, but I noticed a huge increase in the number of traders selling rust-free body cuts. These were clearly popular because I've never seen so many people carrying Bus roof sections, early valances, front clips and other assorted body parts.

Stanford Hall is all about the experience. If you were there, you know what I mean. If not, make sure you are there in 2018. It's a family and dog-friendly show so there's no excuse. Oh, and the cakes are to die for! ■





^ < It's not often you get to inspect a November '46 Beetle, and the buffers were all over this one. The interior was incomplete, but I just loved the raised number plate pressing on the engine lid



> Brian Lowe has owned this US-spec, triple-white Cabriolet for decades



< Any Lowligh Ghia is nice. A right-hand drive Lowligh is very nice, but a right-hand drive Lowligh Cabrio is awesome, whether it's been converted or not



< The '70s are making a comeback! This immaculate, Marina Blue, 1971 1300 Beetle was quite rightly in the concours arena

✓ Whereas over in the for sale area was this Gemini Blue metallic version, with an incredible 21k miles on it from new. Just lovely



^ If your tastes veer more toward the 1200, how about this unrestored invalid blue '70? It needed some TLC, but could have been yours for £4,500

SHOW REPORT Stanford Hall



^ Charles Oldroyd's Iris Blue '56 Karmann Kabriolett was in the Super Class, having won its class last year

> Were you one of the thousands of teenagers with the poster of an Oval Beetle on your wall in the '90s? If you were, then you'll remember this very car



> It's safe to say trading was brisk!



^ I love the little snippets of information you glean at this show. This Marathon Beetle was purchased on May 12 1972 for the princely sum of £969.49

> Any original right-hand drive Beetle is a nice sight these days, but this '56 Oval was a real treat. It's a regular at Stanford Hall



<> Original and unrestored Senegal Red 1975 1300 Beetle was stunning. 41,000 miles, with service history and paperwork to back it up





1985 50th Anniversary models. The last Beetles to be officially imported by VW into Germany

> Like any of the '70's special editions, a '74 Jeans Beetle in this sort of unmolested condition is a rare beast these days



< This genuine Oettinger Cabrio has been through a couple of different hands but now lives with Mick and Ann Johnstone in Preston. If you get a chance to see this car, check it out carefully as the level of detailing everywhere is out of this world

“some of the best original and restored VWs in the country”

Dave Cole's '63 is an ex-VolksWorld Show and magazine feature car, and deservedly so

> One of the last UK-spec Karmann Convertibles sold by VW in this country. ATS alloys and Kamei front spoiler add to the look



< Forget Trump (if only we could...), bring on the Mexicans!



SHOW REPORT Stanford Hall

It's a dog's life at Stanny Hall



Despite my penchant for late models, if I had to pick a car to take home, this Pelican Red and black Lowlight, with just perfect patina, would have been it. Oh yes, one day you will be mine...



^ Roy Worsley's always immaculate, and very well known, '67 1500



^ 1956 ambulance may not be the quickest, but it's definitely the coolest way to get to hospital!

> 1960 Ceramic Green Deluxe is another Stanford Hall regular



^ Yet another lovely right hooker, this '67 Dormobile Camper with Martin Walter pop-top did it for us



^ Bromsgrove Auto Trimmers had the cute factor with their BAT Wrap

“It's a family and dog-friendly show so there's no excuse”

Rikki James' Samba enjoying the sun by the lake. Yep, that number plate is real



^ I think Rob Evans knows everyone adores his right-hand drive '67 Beetle. It's one of the best restored '67s in the UK

> Phil Philipson has driven his US-spec, triple-black Cabriolet throughout Europe, yet it is still immaculate, hence its position of the Cabriolet Owners' Club stand. We think the 2.0-litre alloys and spots really work on a late Cab



Just a fraction of the Split Screen Van Club contingent at Stanford Hall. Seeing these guys roll in together is a sight to behold





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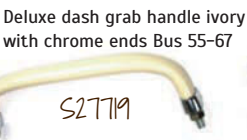
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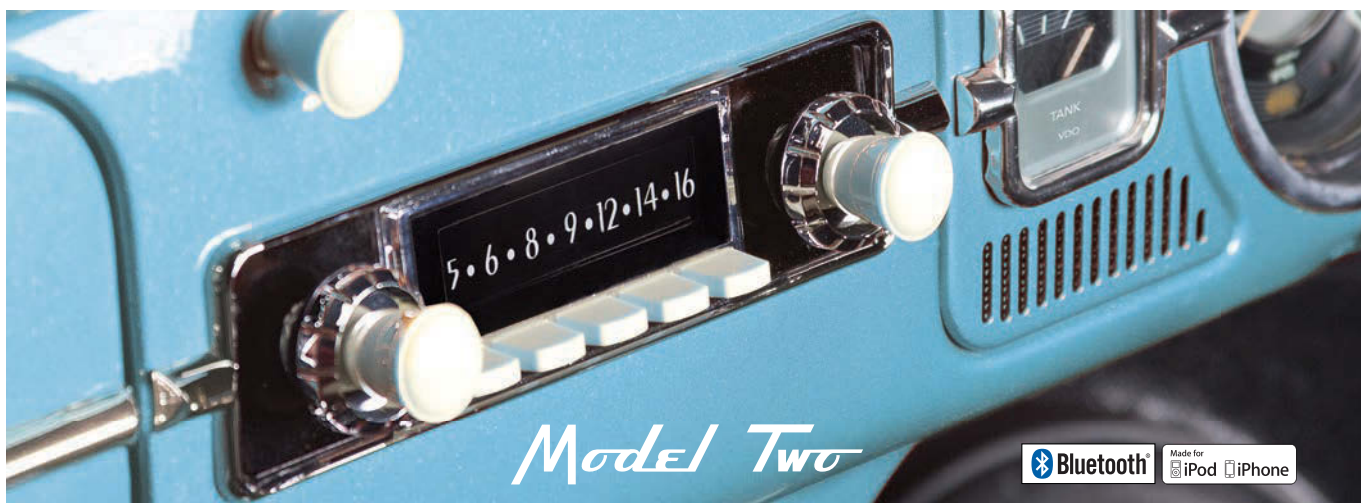
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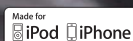


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OWNER INFO

NAME
Cathal O'Toole
OCCUPATION
Beetle collector

CARS OWNED
GT Beetle, '77
Cal Look Beetle

WORK THIS MONTH
Getting to the show on time!

All ship shape

Project DayGlo is finally finished and to top it all off, it was on display at the 2017 *VolksWorld Show*

Not only did we make it but we were first at the gate on the Friday morning. That's a major achievement in oh so many ways as I'm never on time for anything. Ever. So to back up a small bit, when you last saw the Beetle it was not quite whole. In fact, it was missing quite a few pieces.

The one thing I forgot about was the upholstery. When I bought the Cal Look

the interior was in very good condition apart from the fact that there were a few rips across the top of the back of the rear seat and the headrests had come away from their support bars. I knew all that when I found the Beetle. I knew all that when I stripped the Beetle down. I even knew all that when I put the interior into safe storage in the attic but knowing and remembering are two very different things. I had so many to-do lists and they all included 'get interior from attic' followed by a big full stop. It was only when I finally did get the interior from the attic that I remembered! Fear not as Teresa Dollery was on hand to wave her magical hands over the now 30 year-old 1980s material. Teresa's repair is flawless and was done in record time. Thanks so much for saving my bottom Mrs. Dollery!

Hitting reverse

On the Thursday before The *VolksWorld Show* I grabbed every remaining part

◀ With Premium I got on and off before everyone else. It's so worth the extra, trust me

▶ Ready for the *VolksWorld Show* 2017. Tom and Jon give the Cal Look the once over before I leave

needed to finish Project DayGlo, hitched up a trailer and headed for VW Spares. When I got there, slightly later than planned, we had only minutes to get everything ready. All the final checks were done and the Beetle was fired up and driven outside. This was the first time the Cal Look looked like it did back in 1989 when I first saw it. The stance, colour and overall look is spot on. It was like being a spotty teenager again, only this time it was mine and I could drive it instead of just drooling over it. Sadly that didn't happen as Tom hopped in and reversed it onto the trailer! I'm glad he did as I had a ferry to catch and as usual, I was late.

Life in the Express Lane.

I was heading for the Stena Line ferry at Dublin Port which would take me to Holyhead and I'd drive through the night to avoid traffic. I hate driving through the night as it's five hours of fighting to stay awake but I'd forgotten that I'd taken the advice of my good friend Mikey who likes the finer things in life. He suggested I upgrade to Premium and book a cabin.





◀ Quick mechanical check before the first drive out of the workshop

PROJECT CARS '77 Cal Look Beetle



⬆ Early Friday morning and operation OCD starts! I spent the best part of four hours polishing!

➤ Tools that will never be used or heaven forbid, even touched!

✓ Fred Noebert's Raspberry Dream back to '89 car, my '80s Cal Look and Owen Ritchie's '67: Three variations on the same theme



⬆ Thanks to my pit crew of Tom, Paul, Jon, Shifty Mick and Mikey for loading and securing this precious cargo

➤ Stainless steel bumpers, exhaust and Rossi headlights are the only 'bling' on the Cal Look



“ This was the first time the Cal Look looked like it did back in 1989 when I first saw it ”



I thought nothing of it but when I pulled up at the check in gate the gentleman greeted me by name and then pointed me towards the Express Boarding lane. Genius! How have I not heard of this before? I was waved on before everyone else which meant that I had parked my car, been to the restaurant and checked into my room before the last of the trucks were loaded. As we left Dublin Port I was hopping into bed and before I knew it, it was midnight and I'd slept all the way to Wales. I was wide awake, refreshed and ready for the last stint of my journey to Sandown Park. With Express disembarkation I was on my

merry way long before others had even left the ship which was brilliant as I was pulling a trailer and my top speed was therefore limited.

I trundled happily through Wales and onto the M6, pointing myself and my trailer towards Esher and at 7:30am I turned into Sandown Park, realising I was the first VW waiting outside the gates on Friday morning. After cleaning the Cal Look I rolled it into Esher Hall to be placed in the line-up. I was very proud to see it on display at the 2017 VolksWorld Show and the last minute push to get everything finished in time was well worth it. ■



⬆ That Cal Look style may be over 30 years old but it still drew a crowd all weekend



OWNER INFO

NAME
Ian Cushway
OCCUPATION
Editor
CARS
'68 1500 Beetle,
T5 Transporter,
Old Audi A6
WORK THIS MONTH
Fitting new running boards

All on board?

Ian further tidies up his Bug with new running boards

If I had to make a list of jobs that, in theory, should only take half an hour or so but always take longer, fitting new Beetle running boards would be right at the top. They look innocent enough, but running boards can hide all manner of horrors beneath. Indeed, more often

than not you'll only find out just how rusty your sills are once they're off.

So it was with just a touch of trepidation that I put in an order at VW Heritage for some new German quality replacements for my '68. Truth be told, mine were looking pretty shabby. They'd completely lost their

form, the rubber had shrunk and the chrome strips had fallen off both sides.

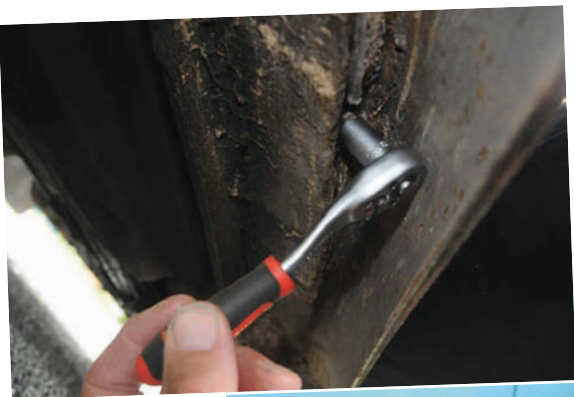
Chequered boards

Getting the old running boards off was a five-minute job once I'd given the 10mm bolts securing them to the sill and the 13mm end bolts a thorough soaking in penetrating oil. It didn't bode well, however, that the sill fittings were of the self-tapping variety rather than being threaded as they would have been from the factory. With the board off, I got my first glimpse of what was going on underneath and, much to my relief, there wasn't too much rust. Certainly nothing terminal.

I immediately got busy with a wire brush to rid the sill of loose rust and flaking paint but progress faltered when searching my shelves for the necessary materials to make it all look good again. In rural France where I live, I've struggled to find any decent car accessory shops, which is strange because the locals are



> Old boards were totally shot and missing their chrome trim



◀ This handy miniature ratchet was perfect for removing the 10mm bolts holding the boards to the sill

➤ Having attacked the flaky bits with a wire brush, I applied rust treatment to the exposed bare metal



^ Old boards were secured with self-tappers; making good the original threads would allow me to use the proper 10mm bolts supplied



^ ◀ French zinc primer went on nicely and should prevent further corrosion



^ It's not a perfect match (or finish) but the end result will look significantly better than it did before

◀ Fitting new chrome trim involves slotting these clips along its length, puncturing the rubber covering, then twisting their tabs once they're in place

always tinkering with old cars. You lot are spoilt in the UK with your open-all-hours Halfords superstores. Luckily, I had an old bottle of rust treatment but when it came to zinc primer I hit a bit of a dead end. After several failed shopping trips, I eventually found some in a bricolage (DIY) store. It's made in France and actually turned out to be pretty good. I even found some aerosol paint which was a pretty close match to my car's bodywork. Result!

“I've purposely not photographed this bit to protect the squeamish among you”

Sill you later

Once the exposed rusty metal had turned black and I'd re-tapped the threads to accept the bolts supplied, I applied the primer and gave it a

quick blow-over with the blue aerosol I'd bought. Being totally realistic, I wasn't after a perfect finish but one

that would be a big improvement on how it looked before.

I'd like to say it was then simply a case of fitting the smart new boards, standing back and feeling proud of my handy work. But, true to form, it wasn't that

straightforward. The problem was the slots in the running board didn't line up with the threaded holes in the sill. Presumably the car's been fitted with replacement sill sections at some point. The only solution, and I've purposely not photographed this bit to protect the squeamish among you, was to re-fashion the slots in the new boards



with a hacksaw. After much fiddling and the use of some big washers, I got everything lined up, the bolts tightened and the new boards firmly attached.

That's one done, now it's a case of doing it all over again on the other side. Not only does it look a lot smarter but best of all, it's served to re-affirm my previously held notion that fitting new running boards is never a five-minute job. ■

^ Job done. Now it's just a case of repeating the whole process for the other side...



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Next month...

**VOLKS
WORLD**

Here's what's coming up in the August 2017 issue of *VolksWorld*, on sale Friday 30 June

Teenage rampage

Having owned it since he was 14, Broen Messiaen decided it was time to finally get round to restoring his '69 Beetle. But what he's created, well, it sure is sweet!



Budget air

We're flying high with this low cost air-ride Beetle build



The Bangkok Bus

For owner Ben Clifford, this '67 Bus became the ultimate travel souvenir



Stop thief!

Ways to help reduce the risk of your VW getting nicked this summer

Don't miss it!

Subtly wider steelies

Alonze Custom Fabrication reveal how to increase the width of a steel wheel

Words and photos Rob Hawkins

The period drag look is all the rage these days, which is why adding a few extra inches to the width of a steel wheel is still a popular custom modification. Widening a wheel involves cutting off the rim (the face of the wheel that is seen when it's fitted onto the vehicle) and extending it with a strip of steel before welding the wheel back together again. This sort of work requires a high degree of accuracy to ensure the wheel rotates true and the band that is inserted remains airtight. In short, you can't do it at home; it needs to be done by a specialist engineering shop such as the one here, run by father and son Dom and Jim at Alonze Custom Fabrication in Scarborough. They have made their own jigs and rely upon years of engineering expertise to ensure the banding is done correctly. Don't ignore the fact that these experienced engineers have been banding steel wheels for years. Their equipment may look simple, especially the tools they use to check for air leaks in a wheel, but their knowledge and precision attention to detail is what counts.

Anyone interested in fitting wider steel wheels should start with a tape measure and a length of wood. First, measure the gap between the edges of the tyre and the wheel arch to see if a wider wheel will result in the two making contact. The ride height may need to be altered, or the wheel arch rolled to avoid this problem. Next, measure how wide you can legally go, especially for a vehicle that is used on the road.



The tyre must not protrude outside the wheel arch (i.e. the wheel arch must cover the tyre). This is required for the MoT test, and even if your VW is exempt (if it's registered before 1960), the police can still pull you over for this.

The following pages include several step by step guides showing how Alonze Custom Fabrication remove the rim of a steel wheel, make a steel band for it, weld it in position, reassemble the wheel and leak-test it. ■

JOB INFO

Banding steel wheels is a safety critical issue, and therefore not a DIY job. The work should only be undertaken by a professional, and it is your duty to inform your insurance company of any modifications made to your car

CONTACTS AND COSTS

Alonze Custom Fabrication
Tel: 07973 266955
Website: www.alonzecustom.co.uk
Email: alonzecustom@hotmail.co.uk

Banding prices per wheel:

Up to 15-inch	£50
16-inch	£55
17-inch	£60

Removing the wheel rim



01 MARK RIM'S POSITION Before the rim of the wheel is removed, a mark is made with a dot punch on the inside of the wheel, next to the hole for the tyre valve. This ensures the rim is fitted in exactly the same position after the band has been fitted



02 SECURE THE WHEEL The wheel is fitted to a jig that half resembles a wheel balancing machine, but with an angle grinder and cutting disc attached at the side. Alonze have a lathe with which to make centre bosses to secure the wheel's centre bore in position, so they can accommodate different types of wheels

03 CUT THROUGH RIM

Powered by a windscreen wiper motor, the wheel is slowly turned on the jig. An angle grinder, which is also secured to the jig, cuts through the first skin of the outer rim of the wheel. It won't cut all the way through the wheel



04 REMOVE THE RIM

After cutting a line all the way round the outer rim, it can now be parted from the wheel. It usually needs a little persuasion with a hammer, but providing the cut is sufficiently deep, the outer rim will now be parted and will eventually fall off

05 RIM AND WHEEL

Here's the wheel and the outer rim that has been cut off. Providing both the rim and the wheel are in good condition, a 3mm thick steel band will be welded between the outer rim and the wheel to widen the wheel and allow wider tyres to be fitted



06 CLEAN THE WHEEL

Before the new steel band is fitted, the areas of the wheel and rim where they will be welded needs to be cleaned using an angle grinder and grinding disc. This is where working with a new steel wheel is better, but old wheels can be cleaned up

How to make a band



01 CUT THE STEEL Alonge recommend using new steel that's 3mm thick to make a band. They have an electrically powered guillotine that slices through sheet steel like a hot knife cutting through butter. It also ensures the cut is accurate and the band is the correct width. The length of the band is not important at this stage



02 BEVELLED EDGES The length of flat steel that will form the band must have bevelled edges to make it easier to weld to the wheel. A bevelling machine can do this and it's more accurate and a lot quicker than trying to do this by hand with a file or angle grinder



03 MANGLE THE METAL The length of flat steel needs to be turned into a round band. Alonge have their own industrial sized mangle for this job. This takes several attempts, gradually bending the length of flat steel into shape. The diameter of the band isn't too important at this stage, as it can be adjusted to fit around the wheel



Welding the rim and band



01 TIG SPOT WELDING The band is TIG welded to the outer rim. Several spot welds are added between the rim and band to get it in position. A straight edge is used to check the two are evenly fitted. There is some overlap at the ends of the band, but this will be cut off in the next step



02 TRIM THE OVERLAP The ends of the band overlap, so the excess must be cut off. A diagonal cut is made using an angle grinder with a cutting disc, which will be seam welded later to ensure an airtight seal. However, at this stage, the band remains tack welded to the outer rim



03 REASSEMBLE THE WHEEL The band and outer rim are positioned over the wheel and hammered into position using a plastic mallet. This will help to achieve the correct shape for the band and enable it and the outer rim to be seam welded together. The outer rim and band will be separated from the wheel once they have been seam welded together



04 SEAM WELD RIM AND BAND The wheel is secured in the jig and rotated at a constant speed, allowing the outer rim and band to be seam welded together. Whilst one person MIG welds, another person checks the welding and adjusts the speed of the rotating wheel – it can be sped up or slowed down



05 WELD THE BAND'S JOIN The outer rim and band have now been welded together, so they are separated from the wheel, allowing room to seam weld across the ends of the band, which were cut in step 2 of this section. A seam weld is essential for an airtight seal



06 TIDY EXPOSED WELDS AND METAL The exposed areas of the welding where the ends of the band are joined and where the outer rim joins the band are cleaned up for a neat finish. Also, the exposed area of the band is cleaned on a sanding drum using a P60-grit paper

Final welding

01 REASSEMBLE WHEEL With the outer rim and band fully seam welded together, this half of the widened wheel now needs to be fitted back onto the other part of the wheel for the final time. A plastic mallet may be required to ease the banded half into position



02 CHECK ALIGNMENT Before the band and outer rim can be welded onto the wheel, they must be correctly aligned to ensure they rotate true. They're fitted on the jig and turned, taking measurements along the outer rim and across the width of the wheel. The position of the band and outer rim can be adjusted if required



03 TACK WELD TOGETHER The band and wheel are tack welded at this stage, taking measurements after each weld to ensure the wheel is still rotating true. This is usually straightforward with new wheels, but can be difficult with old wheels that are often slightly out of shape



04 If the band and outer rim are still rotating true after tack welding them to the other half of the wheel, then these parts are transferred to the welding jig where they are seam welded together. The wheel is rotated throughout the welding process

LEAK-TEST



Alonze have devised their own method of leak-testing a banded steel wheel, once it has been allowed to cool down. Armed with a hydraulic press, a tyre valve is inserted the wrong way round in the wheel. The wheel is then sandwiched between thick sheets of rubber and wood, and the whole assembly is clamped together using the hydraulic press. Air is then fed into the sealed area of the rim of the wheel, which is the opposite way round to how air is fed in if a tyre is fitted onto the wheel. However, it is just as effective for leak testing. Using the same dyes as used by gas plumbers, any leaks are easy to spot. Assuming all's good, that's it – job done!

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Lime Green/Saima Green VW T25 Bus:

This model has an eye-catching green body with light green roof. Registered LAY 136V from 1979, the model has a black chassis with additional masking in black and silver.



1:76 scale

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CARS FOR SALE

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1973, £2,400 ono. Engine size 1600Main issue Needs new floor. Drivers side to rusted for MoT. No service history, Car is Sorned. Aluminum alloys. JVC system FLI sub woofer + 3 speakersJaguar Leather interior electric seats. Lots of little extras, bumper, exhaust, engine lid etc. Tax exempt. Tamworth. 07891 162290 (LH)

BEETLE



1967 £, 69,000 miles, £5,450 ovno. 1500cc, black, one year only model, MoT to Dec 2017 & MoT history last 23 years, A lovely, unmolested, solid runnable classic, a real head turner (Sloping headlight model) . 07522 373362 (MC)

BEETLE 1300



1971, 44,000 miles, £13,500 ono. All original paint and in immaculate condition inside and out. This car drives like brand new! Doors shut like brand new! All original stickers still present. Keys are unworn. Foot pedal rubbers are unworn! All seats are like new. Comes with original steel wheels. 01702 528450 / 07710 462466 (RA)

BEETLE CONVERTIBLE



2004, 82,000 miles, £2,295. Lady owner. Cream with cream leather interior. E/W, E/M, R/C/locking, power roof, CD, alloy wheels. MoT April 2018. Service history. Immaculate condition. Garaged. Essex. 07922 747847 (PB)

BORA 130 TDI HIGHLINE



2006, £2,700 ono. Clean and well looked after car owned for last 8 years, FSH, MoT Standard 130bhp engine (unmolested). Suspension and light body mods Bentley continental GT wheelsCall for more details. Kent. 07737 913355 (LH)

CADDY

2000, £950 ono. Pick-up. Generally good all round but needs a few things done to make excellent vehicle. I could MoT this pick-up. TD 1900cc. Interior no tear or any issues. Good tyres and 2 wheels and tyres as new included. Herefordshire. 07976 268273 (PB)

CADDY 2.0 TESI



2005, £8,500. Engine conversion by PSI Tuning, 19in alloys, coil overs, big brakes, side exhaust, stunning performance and condition, receipts for over £10k in last 24 months. Lancashire. 07795 118992

CARAVELLE



1996, 104,000 miles, £13,000. Mobility vehicle converted from new, 2 owners, fully serviced, no expense spared, 4 Michelin tyres, new belts, battery, very unique. Devon. 01822 841210

FASTBACK

1969, £4,000. Super engine, a joy to drive, body and chrome now in meed of TLC, has been featured in other VW magazines before Ultra VW was created. Cheshire. 07841 430475

GOLF CLIPPER CABRIOLET



1989, 83,899 miles, £4,000. Auto, Red, very good condition, new roof, MOT Nov 17. Surrey. 07717 085384

GOLF DRIVER

1990, £700. Tornado red, long MoT, runs and drives well, looks good, used daily, wanted Fairway taxi, must be roadworthy with MoT, call after 6.30 pm. Northamptonshire. 07941 803765

GOLF GTI



2002, 89,582 miles, £2,695. Indigo Blue Pearl/graphite grey trim. Two lady owners from new - current owner 8 years.F.S.H. Original Service Book and Owner's Manual still present. Superb condition inside and out. If you are looking for an excellentexample then this could be theone. Norfolk. 07938 852486 (LH)

GOLF GTI ANNIVERSARY

2002, 112,900 miles, £5,800. Black, number 13, lovely condition. Re-mapped by PSI Tuning. New clutch and dual mass flywheel, 2 new rear springs, 2 new front wishbones, 2 new track rod ends, recently detailed and long MoT. Staffordshire. 07976 943130 (RB)

GOLF MK1



1982, £2,500. 3 dr tintop project, 1.3nz engine fitted(not wired) Gti interior, Coilovers, 16 in steel wheels. Good solid body. Cheshire. 07884 184279 (RA)

KARMANN BEETLE CABRIOLET



1969, 94,000 miles, £8,750. Professionally sandblasted, re-sprayed, no rust, no filler, vege engine 3500 milesNew seat covers, door cards, mats. Nottinghamshire. 07815 559485 (LH)

POLO 'GENISIS'

1993, £595. Rare 1ltr coupe, 4 speed, metallic blue, f/sun roof. Some history, 3 owners. Clean body/interior, good runner, Sorn. Cheap classic, no MoT. Kent. 07786 301887

CAMPER VANS FOR SALE

CADDY PICK-UP MKII

2000, £950 ono. Little work for MoT. Dark blue. Interior excellent and bodywork well above average. 1.9 diesel, 5 speed. Herefordshire. 07976 268273 (PB)

CAMPERVAN



1972, £20,000 ono. Good condition. Some extras inc awning MoT till Dec17. Garage maintained. Reg, UBK543K. Dorset (LH)

LT.50



1991, 37,000 miles, £7,000. Lambourn Doublet. 5.5 ton. Coachbuilt horsebox. Plated till June 2017. No advisories. Day living, fridge, hob, grill. Lovely condition for age. Wiltshire. 07899 882450 (PB)

T2 CAMPERVAN



1978, 40,232 miles, £15,700. New MoT on sale. New respray, new interior, new pop top and cd. 240 hook up. A few spares, awning, toilet, two ring hob plus in very good condition. Essex. 07774 352879 or 01255 435705 (RB)

T3/25



1989, £5,995. Devon 2x2 camper. MoT Sept. Petrol. Same owner for past 17 years. Original interior. Runs well, needs slight tlc. Kent. 01227 742415 (RB)

T25 CAMPER

1983, £4,000. Owned last 24 years. High top alloy wheel, body kit twin head lights. Leather front seats, one swivel. Tow bar hook up fridge, sink, bed. In need of some body work with spares. Lancs. 01617 641145

TRANSPORTER



1983, £4,000. T25 camper. High top. Owned last 24 years. Alloy wheels, full body kit, twin headlights, leather front seats, fridge, sink, bed. In need of some bodywork. With spares. Lancs. 01617 641145 (RB)

VOLKSWAGEN BAY CAMPER



1973, £15,500 ono. In very good condition inside and out, strong engine, new exhaust just fitted, recently serviced, new MoT, always garaged, inspection pit can be available for checkingunderside. Wiltshire. 01722 710459 (RA)

VOLKSWAGEN BAY WINDOW CROSSOVER



Full bare metal restoration absolutely pristine. Recon 1600 engine and gearbox done 3k. New Dormobile roof. Receipts for over £20k. Long MoT. 07785 725903 (RA)

VOLKSWAGEN CAMPER



1992, £5,995. This vehicle has a new engine. Runs like a dream. 5 speed. Every extra available. FSA 2 berth hi-top. Auto Homes conversion. Immaculate. Long MoT, taxed. London. 07375 609422 (PB)

VOLKSWAGEN BILBO T4



1997, £15,999. 2.4 turbo conversion, lowered, Rust free, Remus exhaust, Tow bar, leather interior, Panasonic stereo, sub woofer, fridge, microwave/grill, sink + burners, 2 x double bed, TV, DVD, Water tank, many more. excellent condition, s/h. East Sussex. 07789 767032 (LH)

VOLKSWAGEN CARAVAN



£9,000 ONO. 1584 CC petrol red and cream. Would make a good project for someone. Comes with MOT until January 2018. Kent. 07872 518184 (RA)

VOLKSWAGEN DANBURY T2

2010, 13,798 miles, £28,000 ono. Rio Classic 5 seat. 1.4 water cooled petrol. Hob, grill, fridge, freezer, sink. Leisure battery 240 mains hook-up. Raising roof, roof bed to make 4 berth. Vango blow up awning. Suffolk. 01986 781397 (PB)

VOLKSWAGEN EARLY BAY



1968, 66,000 miles, £17,500 ono. Tax free, LHD. Californian import. Calypso Campers interior. MoT September 2017. Many new parts. Extensive maintenance & restoration history. 3/4 width bed. Sink. Cooker. Fridge. Blazecut fire suppression system. Garaged. Electronic ignition. 15.6inch DVD Player. Dorset. 07593 706834 (RA)

VOLKSWAGEN EARLY BAY



1972, £29,995. Beautifully restored, 1641 twin carbs, stainless exhaust, lowered, new bespoke interior, full width bed, cooker, sink, fridge, hook up. Show quality bus. 07806 581102

VOLKSWAGEN EARLY BAY



1972, 37,000 miles, £16,000. Superb condition. 1600cc Vege engine. New rag-top. ZIG unit, rock/roll bed. CD/MP3. Original conversion. Professionally and sensitively restored/retrimmed. Tax exempt. Service history. 12 months MoT. 01932 784357 (RA)

VOLKSWAGEN LATE BAY



1973, £8,000 ono. Moted and reliable runner. Tax free Devon Poptop with bunks. Has most of the hard work done with all the welding done underneath. Just needs a lot of TLC which I don't have the time to do at the moment due to business etc. 3/4 rock and roll bed. cupboards and bike rack. Use it for the summer and then paint it over the winter. Monmouthshire. 07976 298578 (RA)

VOLKSWAGEN SPLIT PANEL



1961, £24,000. RHD, twinport, new engine, lowered, recent rolling road and idle set, good condition. Hand built interior, iPod stereo, tv, full width r&r bed. EMPI alloys. MOT till end of July, tax exempt. Somerset. 07341 446965 (RA)

VOLKSWAGEN T2 BAY WINDOW



1979, £12,995. Just completed 12 month renovation including reupholstering and resprayed back to original colour. 27250 miles. Excellent condition with Viking roof - sleeps 4-6. 2 litre engine with new twin carbs and electronic ignition. Loads of history. 07843 430561 (RA)

VOLKSWAGEN T2 WESTFALIA

1975, 32,000 miles, £28,500. Completely original, pristine 2 owners from new. Service history, original purchase receipt + other original documents. Original 2 Litre fuel injected engine in excellent condition. Interior superb. Lots of original extras. East Sussex. 07725 485030 (RA)

VOLKSWAGEN T25



1988, 160,000 miles, £10,500. Full years MoT, new service, new starter motor and battery. Electric hook up, good runner, good condition ready to roll. Essex. 01702 219570 (RA)

VOLKSWAGEN T4 CARAVELLE



1992, £3,000 ono. 2L petrol, manual, red. MOT July. 8 seater; original interior; bodywork in excellent condition. Regularly serviced. Leicestershire. 07805 802161 (RA)

VOLKSWAGEN T4 CARAVELLE



2000, 143,000 miles, £12,999 ono. 4 berth, automatic, diesel 2461cc. Fully converted Reimo pip up roof. MoT March 2018. Fully serviced. Fridge, cooker, grill. Leisure battery and much more. West Midlands. 01213 531482 (RB)

VOLKSWAGEN T5 LWB



144,000 miles, £18,500. 180 bhp, Interior was handmade by Rockworld show winner of interiors, Rock and roll bed, curtains, sink, cooker, removable interior, private plate, leather seats, captains swivel chair, soundproofed, lowered, flip down Tv, Audi Led front lights, inside roof leather, scirocco steering wheel, new rims, stainless steel bull bars, stainless steel roof rack, speakers all round with sub, hard wearing floor. 07980 147636 (RA)

VOLKSWAGEN TYPE 2 BAY



1967, £30,995. LHD, Recon engine/gear box, 1000 miles on engine. Mango Green, Seagull Grey fully restored inside and out, Sleeps 4. Very Reliable, Comes with awning, portable fridge, Stunning motor Surrey. 07790 939115 (RA)

VOLKSWAGON T2



£14,500. RHD. 9 seater micro bus. New Driver & Passenger seat covers. Original VW sprung rear seats. Full length sun-roof. Bare metal re-spray with 2 pack paint. New door and panel cards throughout. New roof liner. New window rubbers. New rubber seals throughout. Side step. 1 Year MOT. New TES refirb. engine (600 miles). Excellent condition. Hants. 07591 520226 (RA)

WESTFALIA VW CAMPERVAN



1973, £10,500. Owned for 15 years, many extras, large tunnel awning with double bedroom, specialist over winter cover and maintenance battery with zig unit. Ready to camp. Kent. 07746 546926 (LH)

VOLKSWAGEN TRIDENT T4



1994, 115,000 miles, £8,900 ono. Trident High-top campervan in good unrestored, unmodified condition. 2.4 litre naturally aspirated diesel has had four owners from new - It comes with all the original manuals and paperwork, loads of service history. It has recently had a minor service and comes with 12 months MOT. 01832 270396 / 07794 550914 (RA)

PARTS & ACCESSORIES FOR SALE

1 SET OF MK2 VW SCIROCCO ALLOY WHEELS



£580. Scala 14 inch 4 stud refurbished alloy wheels, diamond lip and face cut with black and in stunning condition, these alloys will fit mk1 golf £580. West Midlands. 07867 840819 (RA)

VOLKSWAGEN GOLF 20V TURBO ENGINE

£POA. In good condition. also Golf GTI engine. Ring for full details. Avon. 07510 171711 (GD)

VW CAMPER

1972, £Offers. 1600cc. Used parts, gear lever and bracket. Clutch assy. Piston and rod. Parts manual. Wiltshire. 01793 878173 (PB)

VW GOLF GTI 1.8 ENGINE

£POA. In good condition. Bristol. 07502 032532

VW GOLF MK4 GTI

2002, £Offers. Breaking for spares. Buyer collects. Devon. 07759 913872

MK2 VW GOLF GTI



£690. In very good condition, no wear on any of the bolsters, no rips or burn marks. Front and rear door cards. Old school classic. Birmingham. 07879 215057 (LH)

NOS BEETLE PARTS



£POA. CSP Torque bar, Bare Europa bumpers; Bugpack IRS rear anti-roll bar; large felt window channels; sunvisor; urethane gear-box mounts; rear quarter window rubber 52-64; throttle cable; points; front trailing arm grease seals; T3 tie-rod end. Details/photos on request. Stoke-On-Trent. 01270 749424 (LH)

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2008 VW T2 Danbury Diamond 5 Seat Classic, 52,500 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, raising roof & more. **£29,995.** Ref: DKA.



1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995.** Ref: 327k.



1968 VW T2, 14,767 miles, 1.6 air-cooled engine, 1 previous owner from new, fully restored bodywork and original interior. Great condition. **£29,995.** Ref: 622F.



2013 VW T2 5 Seat Classic, only 9,540 miles. 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, sink, leisure battery, high spec CD radio & more. **£30,995.** Ref: XDM.



2004 VW T2 Rio 4 Seat Classic, 46,250 miles, 1.6 air-cooled petrol engine, 2 burner hob, grill, sink, fridge, leisure battery, 240v mains hook up, raising roof, alloy wheels, power steering & more. **£29,995.** Ref: MFO.



2011 VW T2 Danbury Rio 4 Seat Classic, 32,676 miles. 1.4 water-cooled engine, 2 burner gas hob, grill & oven, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, burgundy leather upholstery, premium curtains & more. **£35,889.** Ref: 2787.



2014 VW T2 Danbury Rio 4 Seat SE, only 1,181 miles, 1.4 water-cooled petrol engine, 2 burner hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof and roof bed to make 4 berth, alloy wheels & much more. **£44,995.** Ref: HDO.



2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only **£21,995.** Ref: LLR.



2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. **£30,995.** Ref: ACY.



2015 VW T2 VW Diamond SE, only 3,623 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, alloys, chrome pack, roof rack, side step, POWER STEERING, air conditioning, CAT2 Alarm, bike rack, buddy seat, Freeview TV and much more. *Private Plate Not Included* **£56,995.** Ref: 2071.

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Model behaviour

It's not easy celebrating a big anniversary, as former VW magazine editor Robin Wager explains

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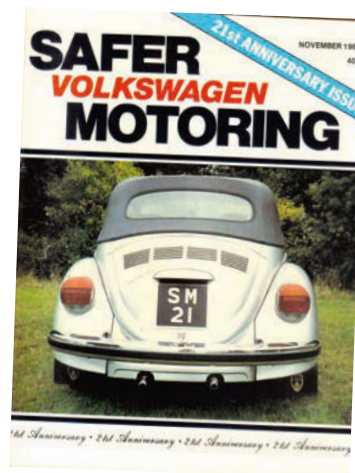
he fact that *VolksWorld* magazine is getting ready to celebrate its 30th anniversary later this year got me thinking about two important anniversaries for the rag I was editing at the time – namely *Safer Motoring* (and later *VW Motoring*).

November 1982 marked our 21st birthday, while by November 1991, like this esteemed journal, we'd been going for three decades.

For the November '82 issue I came up with a front cover idea of a Beetle (what else?) bearing the number

plate SM 21. I knew of a mint, silver Beetle Cabriolet in the Bristol area, and a brief phone call was all it took to get his enthusiastic assistance in a photoshoot. So one day in September I met up with him, equipped with my trusty Yashica Mat large-format camera, the appropriate number plate and a pack of

Looks innocent enough doesn't it? However, anniversary cover shot resulted in an impromptu trip to Carlisle for editor Robin



UK ran an advertisement showing a Beetle (similar rear view, as it happened) with

the registration EU 1. That was when it hit me that I must have had this in mind when taking my photograph. But the plot thickens...

EU 1, as it happened, belonged to a certain Sir John Hughes-Morgan, whose (possibly feigned) indignation earned him an apology from the British Volkswagen importer, together with the presentation of a model Beetle, bearing that now infamous number plate.

Dr Moffat suggested that a similar gesture by *Safer Motoring* might be appropriate, and I readily agreed. One of our regular advertisers, AJ Baldock Designs in Leicester, produced beautiful cold-cast pewter models of various VWs, including the Beetle Cabrio, so within about 10 days Tony Baldock had produced just what we wanted, resplendent with SM 21 registration.

The only snag now was that Dr Moffat lived in Carlisle, Cumbria, some 650 miles away. I could have jumped on a train, I guess, but having a press-loan Polo outside made it almost inevitable that I would drive. With my brother roped in as co-driver, we made an early start from Bristol on a wet and gloomy winter morning, hitting the busy M5 around 9am, and arrived in Carlisle at 2pm with time to spare for our appointment with the good doctor.

Chatting over a pot of tea, I learned that SM 21 had first been used on his Jaguar Mk 2 3.8 in 1961 (the year *Safer Motoring* was launched). Dr Moffat went on to tell me about the two VWs he had owned – first a Beetle, then a Devon Caravette – which had both carried the SM 21 plate. The Beetle's driving position hadn't really suited him, he said, but the Type 2 was much better, and both VWs were excellent in the winter conditions that regularly prevailed in that area.

Now the VWs had gone, but the magazine still landed on the doormat each month, to be placed in the waiting room as a pick-me-up for patients!

The Baldock model duly went on display, and I would like to think it still graces the mantelpiece of one of the Moffat family today.

Meanwhile, back at the ranch, the *Safer Motoring* crew resumed working towards our next significant anniversary... ■

“I met up with him, equipped with my trusty Yashica Mat large-format camera, the appropriate number plate and a pack of Blu-Tack”

✓ An impeccably dressed Dr Moffat receives the specially made model Beetle as Robin readies himself for the treacherous 650-mile drive back home in his Polo

Blu-Tack, hoping to get a decent shot. I remember trying every conceivable angle, but not being happy with any of them – until, that is, I tried a shot directly from the rear. That looked encouraging, and when we saw the resulting transparencies it didn't take long to pick the one you see here.

Although I was still struggling with former editor Bob Wyse's somewhat odd economics that had kept the magazine's price at 40p, I couldn't stretch the fragile print budget much. However, the front cover did at least make it look a bit more special. It went well, sales were up and we received many congratulatory messages and letters.

Then, in one morning's mailbag, came a letter I hadn't expected, from none other than the owner of that registration number. Dr J. Stewart Moffat had written to point out that the plate bearing his initials currently graced his Ford Granada, and asking (in the nicest possible way) what I was going to do about it!

Dr Moffat referred to an occasion some 15 years earlier when, supporting the launch of the 1500 Beetle, Volkswagen Motors in the



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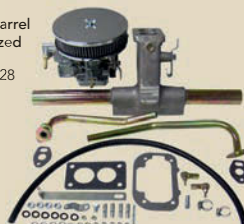
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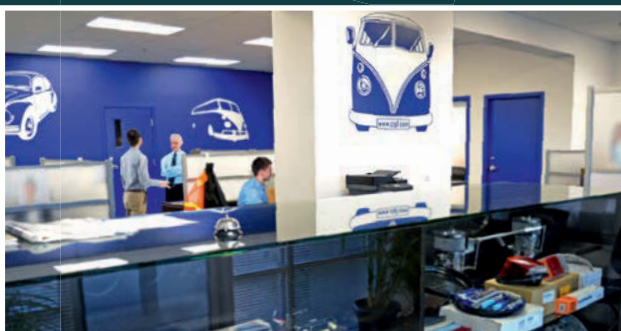
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